SIX
FREE WHEELING 11TH ADVANTAGE.
Free wheeling is offered to the public by Studebaker only after it has been tried, proved, and found to be thoroughly dependable under the most severe conditions of operation.
HONG KONG & SHANGHAI HOTELS, LTD.
(Incorporated in Hong Kong.)

Library, Supreme Court

The China Mail
ESTABLISHED 1845.

TO-DAY'S DOLLAR.—The closing rate of the dollar on demand, to-day was 11⅛d.

FORT DUNLOP
Local Branch. Pedder Bldg. Tel. 24654.

No. 27,904 . HONG KONG, THURSDAY, SEPTEMBER 17, 1931. PRICE $3.00 Per Month.

GANDHI TALKS

TO LABOUR M.Ps.

CONGRESS AIMS

INDEPENDENCE FOR SEMI-STARVED.

London, Yesterday.

Many ex-Ministers, and practically all the Labour Party's rank and file, were present in the House of Commons and filled the Committee Room to hear Mahatma Gandhi who, to-night, addressed Labour Members of the House of Commons.

The Mahatma explained the aims of Congress, and reiterated that Congress wanted independence for the sake of the dumb and semi-starved millions of Indians. Then, for twenty minutes, he was busy answering questions bearing almost entirely on the industrial situation, especially the boycott of Lancashire cloth.

In the course of his replies, the Mahatma said, he was pleading the case of the villagers from whom the present system drained the last drop of blood.—Reuter.

DEATH OF FAMOUS IRISHMAN.

Maker of Astronomical Instruments.

AN OCTOGENARIAN.

London, Yesterday.

The death has occurred of Sir Howard Grubb.—Reuter.

[Sir Howard Grubb, F.R.S., F.R.A.S., was three years short of his 90th birthday. He was created a knight in 1887. He established a manufactory in Dublin for astronomical instruments and instruments of precision, and was a contractor for the supply of such instruments to British, Colonial and Foreign Governments. He was also scientific adviser to the Commissioners of Irish Lights.]

SCHOOL BOY OPIUM SMUGGLER?

(Kowloon Magistracy.)

Cheung Hin, a school boy, aged 14 years, was this morning convicted of having unlawful possession of 2.6 taels of opium. The opium was discovered on him in Laichikok Road yesterday. It was suggested that he was carrying the opium for someone.

The boy's mother was in Court, and pleaded that she was at work all day and unable to control the boy.

A fine of $200 was imposed, or in default, one month's hard labour and 12 strokes.

COLONY'S NEW DUTIES

PETROL AND TOBACCO DUTIES INCREASED

FROM TO-DAY

NEW DUTIES ON PERFUMES, MEDICATED SPIRITS AND TOILET PREPARATIONS.

The following alterations in duties are notified:—

Motor Spirit Duties.

Increased to 25 cents per gallon.

Tobacco Duties.

Increases:—

Cigarettes to 90 cents per pound.

Cigars to $2.00 per pound.

Other Manufactured Tobacco to 90 cents per pound.

Raw Leaf to 70 cents per pound.

Other kinds of Raw Leaf in proportion.

These take effect from to-day.

New Duties Amount.

On medicated and perfumed spirits, including toilet perparations containing more than ten per cent. of alcohol by weight $10 per gallon.

Collection on Sterling Basis.

With the exception of Motor Spirit Duties collection will be on a sterling basis as at present.

Effective From To-day.

These rates of duty come into effect at once to-day on H.E. the Governor signing an order under the Public Revenue Protection Ordinance, 1927.

New Duties.

The following additional items are added to the list of duties under the liquors Consolidation Ordinance.

Perfumed Spirits, Medicated Spirits, and Toilet Preparations containing more than ten per cent. of alcohol by weight.

The chief goods included under this heading are perfumes of all kinds, other than essential oils, tinctures, and many liquid toilet articles such as hair washes, rose lotion, mouth washes, hair tonics.

All Perfumes are likely to be of taxable strength in alcohol some liquid toilet preparations may be found to be free of duty.

Many flavouring essences will be within the taxable limits.

It will be safe to regard all such goods as taxable unless the invoices clearly state the amount of alcohol contained.

Goods like toilet soap, powder, solid dentrifices, face creams, or anything, though scented, of a solid nature are not likely to be dutiable.

The fact that such goods contain over ten per cent. of alcohol renders them dutiable.

The ordinary permits at present in use under the Liquors Ordinance, will also be used for such goods.

Shipping Companies should include such goods in their Import Statement of dutiable liquor, and delivery should not be given except on permit. General Bonded Warehousemen making general discharge of any ship should treat such goods in the same manner as dutiable liquors.

Taxation of Perfumes, Medicated Spirits and Toilet Preparations.

After to-day (September 17), perfumerq, medicated spirits and toilet preparations containing more than ten per cent. of alcohol are dutiable on import, no further issues of spirits of wine duty-free will be allowed for the manufacture of perfumes, toilet preparations, or medicated spirits. Duty must be paid and duty-paid permits obtained before any spirits of wine is removed from any warehouse, or from a ship except direct into bond.

Drawbacks will be made to actual manufacturers on all exports of one gallon or more based on the amount of duty-paid spirit contained in the liquid exported.

Stock will be taken as soon as possible of all spirit on the premises and fully manufactured goods.

Denaturing of Spirits of Wine will in future be confined to a few uses only, i.e., the making of varnish, pyridinised spirit for burning and general use, salt solution for the preserving of bean-curd, the making of vinegar, and a few other approved commercial uses which will be approved from time to time as the demand arises.

For the making of transparent soap the denaturant approved will in future include a proportion of strong soap solution.

The Old Duties.

TOBACCO.

A. On Unmanufactured tobacco:—

(1) If unstripped:—

(a) containing 10 pounds or more of moisture per 100 pounds weight thereof $0.50

(b) containing less than 10 pounds of moisture per 100 pounds weight thereof $0.56

(2) If stripped:—

(a) containing 10 pounds or more of moisture per 100 pounds weight thereof $0.60

(b) containing less than 10 pounds of moisture per 100 pounds weight thereof $0.66

B. On Manufactured tobacco:—

(1) Cigars $1.50

(2) Cigarettes $0.75

(3) Other manufactured tobacco including snuff and cigar cuttings $0.75

DEFRAUDING REVENUE.

Evading Duty on Chinese Tobacco.

HEAVY SENTENCE.

Charged with having failed to pay duty on 35 lb. of Chinese prepared tobacco, a Chinese was, this morning, fined $400, or, in default, three months' labour.

The facts, as outlined by Revenue Officer Ward, went to show that, on information received, Revenue Department officers went to a wharf at West Point, and watched cargo being unloaded from a junk. They saw a coolie take two tubs to 21 Sai Woo Street. Revenue Officers entered the flat and arrested the defendant. The tubs were found to conceal false tops, under which the tobacco was cleverly hidden. A consignee's note found, it was stated, bore another address.

OPIUM POISONING.

Chan Ching-paan (23), residing at the Man Foong Lau boarding house, and Chung Sui-ting (18), living at the Chung Hing Boarding house, Connaught Road Central, were both taken to the Government Civil Hospital suffering from effects of opium poisoning, which they are alleged to have self-administered.

AIRMEN FOUND

TRANS-PACIFIC FLYERS SAFE.

LONELY ISLAND

MOYLE'S FIANCE BREAKS DOWN.

Seattle, Yesterday.

A coastguard's report, referring to the airmen Moyle and Allen, who left Tokyo on September 5 on a trans-Pacific flight and had been given up as lost, have been found.

Dramatic Message.

Moyle and Allen have been found safe on an uninhabited island in Olyutorski Gulf, which is north of Kamchatka.

A most dramatic message from the flyers, addressed to Miss Frances Brisson, Moyle's fiancee, has reached the Naval Radio Station on Saint Paul Island. It read: "Landed uninhabited island, everything all right."

"Miss Brisson, who had given up all hope of Moyle's safety only yesterday, broke down on receipt of the news.—Reuter.

BRITISH NAVAL CONTRETEMPS

RATINGS' REPRESENTATIONS TO BE CONSIDERATELY EXAMINED

NO UGLY SITUATIONS

SHIPS HAVE SAILED FOR HOME PORTS

It now appears that there is no truth in the report cabled that a cut of fifty per cent. in separation allowances is contemplated. The Admiralty states that no direct cuts are being made, but slight incidental readjustments may be necessary.

A message from Invergordon states that the men in the Rodney declined to man picket boats. Feeling between officers and men, however, is reported as very good.

Conditions remain normal at Chatham, Portsmouth and Devonport.

The Admiralty conference lasted four hours.

Admiralty Statement.

A long Admiralty statement states that the allegation of a twenty-five per cent. cut in Navy pay is not justified, and gives various examples showing how the cuts amount to thirteen, ten and seven per cent. only. It also stresses the fact that similar cuts are being made in the Army and Air Force; and that such reduced pay already applies to all men who entered any of the three Services, since October, 1925.

Hardships of Some Married Sailors.

The statement realises that those men, who married before reaching the age at which the marriage allowance is payable and, therefore, maintaining a wife on the emoluments of an unmarried sailor, will seriously be affected, and in connection with the latter, states that an investigation will be proceeded with at the earliest possible moment.

No Passive Resistance.

Suggestions that there has been passive resistance to orders by men of the Atlantic Fleet were dispelled last evening by an Admiralty communication. that cases of hardship would be considered without delay.

Ships Sail.

Watched by a large crowd from the piers all ships sailed last evening from Invergordon to home ports very quietly. There was a little delay before sailing until an assurance was given that home ports were the destination in each case, and there was no possibility of any of the ships being redirected to distant stations after sailing.

Ultimatum to Admiralty!

On behalf of the lower deckers, who describe themselves as "Loyal Subjects of His Majesty the King," a letter has been sent to the Admiralty asking for an amendment of the drastic cuts of pay of the lowest paid lower deckers, and declaring, "unless a guaranteed written agreement is received from the Admiralty and confirmed by Parliament stating that our pay will be revised, we still remain as one unit refusing to serve under the new rates of pay." The letter concludes by saying that the men are quite agreeable to accept a cut which is considered reasonable.

Earlier Cables.

There have been rapid developments to-day in the situation created by the promulgation of reduced rates of naval pay.

A conference was held at the Admiralty this morning between the First Lord, Sir Austen Chamberlain, Rear Admiral Colvin (of H.M.S. Nelson), Chief-of-Staff to Admiral Tomkinson (who is remaining at Invergordon), Sir Charles Madden, the First Sea Lord,

(*Continued on Page 6.*)

CONVERSION OF WAR LOAN SCHEME

NATIONAL DEBT LAW TO BE AMENDED

RESOLUTION PASSED

INCREASED PETROL AND TOBACCO TAXES APPROVED

London, Yesterday.

The House of Commons has agreed to Mr. Snowden's conversion resolution.

The voting was:—

For 274

Against 187

Government Majority . 87

Use Powers with Discretion.

The House of Commons has approved of the increased taxes on petrol and tobacco.

Mr. Snowden moved a resolution amending the law relating to the National Debt, thus empowering the Treasury, when circumstances were favourable, to attack the huge block of £2,000,000,000 five per cent. War Loan. He said that he was seeking special legislative powers, because conversion was exceptional, but it did not mean that all of the powers he was asking for would be exercised.—Reuter.

Hardships to Be Sympathetically Considered.

Rugby, Yesterday.

In the House of Commons today Budget resolutions were considered in the report stage. Attendance was smaller than has been the case in the last few days, but Government's majority in division was steady.

At question time, the Prime Minister, Mr. Ramsay MacDonald, stated that Government were considering cases of peculiarly hardship resulting from the various economy measures. They were confident that these cases could be adjusted without materially affecting Budget estimates.—British Wireless Service.

The following notices regarding new duties to come into force as from to-day, are issued by Mr. J. D. Lloyd, Superintendent of Imports and Exports.

STAINFORTH'S LITTLE MISHAP.

Trapped in Cockpit But Frees Himself.

'PLANE CAPSIZED.

Rugby, Yesterday.

Flight Lieutenant Stainforth, in a practice flight this afternoon in the Vickers Supermarine Rolls Royce Seaplane on which on Sunday he created a new world's air speed record of 379 miles an hour, met with a mishap which might have had serious consequences. A new air screw had been fitted to the machine and the flight was primarily to test the screw. After half-an hour in the air he was about to make an apparently perfect landing when the machine suddenly skidded and capsized. Flight Lieut. Stainforth was trapped in the cockpit but managed to free himself and clamber on to the float from which he was taken off by a motor boat. He sustained a few bruises only. The seaplane sank in eight fathoms of water and a buoy was placed to mark the spot. Salvage efforts will be made in the morning. It is understood that the mishap will in no way affect the new attempt on the speed record which Flight Lieut. Stainforth is to make as soon as the specially tuned in Rolls Royce engine reaches Calshot and can be fitted to the 'plane.

Earlier News.

When Flight Lieutenant Stainforth makes his attempt to improve on the recent air speed record which he established, he will use the Supermarine machine in which Flight Lieutenant Boothman set up the Schneider course record.

The standard Rolls-Royce engine has been taken out of this machine, and an engine specially tuned at the Rolls works in Derby will be substituted. This engine will give considerably higher revolutions, and if the present fog clears Lt. Stainforth will later, to-day test a suitable propeller on the machine.—British Wireless Service.

ARMY AND POLICE DISSATISFIED.

Special Cabinet Meeting Held.

DAILY HERALD REPORT.

London, Yesterday.

Dissatisfaction in the Army and Police in regard to cuts in pay has been drawn attention to and, according to the Daily Herald, a special meeting of the Cabinet and House of Commons was held last evening to discuss the situation.—Reuter.

RAIL SPEED RECORD.

"Cheltenham Flyer's" Achievement.

77.9 M.P.H.

Rugby, Yesterday.

The Great Western Railway express "Cheltenham flyer" which, on Monday, broke the world's record for a start to stop run, yesterday beat its own record by making the run between Swindon and Paddington in 58 minutes, at an average speed of nearly 80 miles an hour.

The run on Monday was accomplished at an average speed of 77.9 miles an hour.—British Wireless Service.

At Times 85 M.P.H.

Another cable stated that the world's record for the fastest train journey (start to stop) was regained for Britain on Monday, September 14, by the "Cheltenham Flyer." Starting from Swindon the train covered the 77.25 miles to Paddington (London) in one hour and at times reached a speed of 85 miles an hour.

Large crowds at Paddington cheered the train as it entered the platform and during the run hundreds thronged bridges and other vantage points to see it pass.

The previous record of 68.9 miles an hour was held by the Canadian Pacific Railway train which beat the Cheltenham Flyer's previous record of 66.2 last April.

FINE GENERALLY.

The Royal Observatory's report issued at 10.39 a.m. to-day says:

The anti-cyclone has passed to the N.E. of Japan.

A trough of low pressure extends from Cochin China to Guam, with a depression to the S.W. of the Paracels and a typhoon about 400 miles S.E. of Naha moving N.W.

Forecast:—East winds, moderate; fine generally.

Rainfall.

Rainfall for 24 hours ended at 10 a.m. to-day, 0.16. Total since January 1—70.48 inches against an average of 71.74 inches — deficit 1.26 inch.

Temperature.

The temperature at certain specified centres this morning at 6 o'clock was:—

Hong Kong	78
Pratas Island ...	81
Manila	77
Foochow	80
Amoy	81
Chefoo	65
Shanghai	68

MOTORISTS THIS IS YOUR PAGE

THAT IDEAL CAR.

Price Within Reach of Pocket?

Mr. Norman W. Rae, Motoring Correspondent, Evening Standard writes:—

I am wondering if at this year's Motor Show I shall be able to find my ideal car—at a price within reach of my pocket. I am perhaps an exacting owner-driver. I want extraordinarily good value for my money.

First of all, my car must be long and sleek-looking, underslung if possible, and with springs to take the roughest road without throwing me from my seat, or causing my passengers to hit the roof if it is a saloon I have selected. Personally, I prefer the two-seater with ample dickey room and a grid which will carry luggage for a month's foreign tour.

Squeaks and rattles I abhor, and so the doors and windscreens of my ideal car must be solidly made to stand up to the roughest roads and to our horrible by-pass surfaces.

Greasing Points.

Colour schemes mean nothing to me. I am at one with the manufacturer who announced that his customers could buy cars in any colour they liked from him provided it was a shade of black.

Every bright part must be chromium-plated and every greasing point on the car must be connected up to a central position requiring attention only once in, say, every two or three months. This is quite an easy matter to-day with the modern improved lubrication systems.

The car must be fitted with permanent jacks.

The upholstery must be in good leather and the steering wheel must be fitted at a comfortable angle. If the gear change is in the centre, the brake handle must be close to it.

The Dashboard.

The dashboard must be well fitted. It should have a petrol indicator, a speedometer and "rev" counter, a clock, a thermometer, an oil gauge, and a gadget to tell me whether my brakes are as efficient as they might be. There must be room on both sides of the instruments for my cigarettes, matches, gloves and pipe.

I have finished with a carpet on the floors, and my new car must be snugly fitted with some form of rubber composition like raw rubber, which can be easily cleaned, will completely exclude all draughts and will not ruck up.

The brakes must be power operated and adjustable from the driving seat.

Engine Problems.

I have not yet decided whether I am a four, a six or an eight-cylinder enthusiast. The finest car I have driven, or at least the one which gave me the greatest pleasure, was a 4½ metre six-cylinder engine. The engine which gave me the greatest service, with the least trouble, was a four-cylindered overhead camshaft engine. The car which I disliked most was an eight-cylindered model.

But my car must be economical, and by that I mean I expect at least 20 to 25 miles to the gallon of petrol. It must be sparing on oil and, above all, when it is fitted with a four-speed gearbox I expect lively acceleration with a maximum speed in excess of 70 miles per hour.

I am not particular about whether there is magneto or coil ignition—for choice I think I would prefer magneto, probably because I understand the magneto better than I do the coil.

The Tool Kit.

As to oil I insist on easy refilling, and there must be a conveniently situated tap which makes sump-emptying easy also.

There must be two spare wheels, and tools, of which there must be a very full kit, will have to be placed where they can easily be found on the darknest and wettest night.

For my passengers' comfort there must be two windscreen wipers of the electric type and bucket seats, each one adjustable.

FLEXIBILITY.

Must Not Be Lost in Transport.

There is a grave danger that one of the most essential characteristics of the road passenger vehicle may be lost by over-rigid stipulations as to routes to be followed, times of operation, limitation of the number of vehicles, and so forth. There are some transport areas, particularly in the neighbourhood of docks, where traffic is constantly fluctuating. On one day a certain route may be congested, and the next day will carry a minimum of traffic, whilst another route has to cater for an excess.

Under such conditions, states The Commercial Motor, it is essential that public-service vehicles should be permitted to switch from one route to the other. In nearly every town or city where the traffic problem is important there are certain times during which passenger traffic is concentrated in particular areas, and the public will be by no means satisfied if adequate provisions cannot be made for its travel comfort.

Whatever regulations may have been made or control instituted, let us not lose the value of flexibility.

THE OIL FILTER.

An Important Part of the Car.

The oil filter saves wear by preventing foreign matter such as dust, carbon, grit and sand from mixing with the oil, according to H. A. Alfoth, service manager of General Motors Export Company.

"Motorists," Mr. Alfoth says, "Will be interested to know just what an oil filter is and why it should be renewed after 10,000 miles of driving. The oil filter consists of a rectangular bag, made from special flannel, with the nap side forming the inner wall of the bag. The bag has an inlet channel which connects with a series of other channels running the length of the bag. The oil is thus filtered through the channels in the bag, the dirt remaining on the inside of the channels and the clean oil feeding back to the engine.

"This filtering bag is rolled up and fits into a metal screen, which is placed in a cylindrical metal container having inlet and outlet connections to the oil supply.

"As much as two pounds of sludge, including much abrasive matter, is removed from the crankcase oil by the oil filter in 10,000 miles of average driving. The removal of this foreign matter from the oil saves wear and thus minimises need for replacement of various working parts of the engine. Use of the oil filter enables Buick to recommend changing the oil only four times a year.

"With the oil filter the oil is filtered progressively and through a filtering area of 600 square inches. The filter functions at high efficiency until every inch of the filtering area has been finally filled with residue, which occurs about every 10,000 miles of driving. Then the oil filter cartridge should be replaced, which will make the oil filter as good as new again, and ready for 10,000 more miles of service. The motorist should not neglect to have this servicing done at an authorised Buick service station."

RESTRICTION FETISH

Ban Private Cars from London Streets.

The one idea which seems to obsess the minds of a certain type of politician is that the panacea for traffic congestion is restriction, remarks The Motor. A previous Minister of Transport was always threatening that he would have to prohibit private motor cars from entering certain areas in town.

Now a Socialist member has asked Mr. Herbert Morrison, the present and rather broader-minded Minister, to make regulations for the restricted use of private cars in London. It is difficult to understand why it does not enter the minds of politicians who are at their wit's end to know how to cope with the unemployment problem, that the restrictive measures which they appear to be anxious to multiply beyond all the bounds of reason must have their effect upon trade and unemployment. When restrictions are so framed as to make the use of the motor car as a utility vehicle impossible trade and industry must suffer to no small extent.

The reply to the member's question by the Minister was that the only effective method of restricting the use of private cars in London would be to prohibit their use during prescribed hours in certain main streets or in a defined area. He was not satisfied that the time had arrived when such restrictions were necessary or desirable.

There spoke a wise man!

NEW HILLMAN WIZARD MODEL.

An addition to the range of Hillman Wizards is announced, the new model being a Saloon de Luxe fitted with luggage grid in place of the trunk which is built into the rear of the body on the existing de luxe model. Apart from this the specification remains the same.

FOR HOT WEATHER.

Better Ventilation Still A Pressing Need.

Only by comparing current practice with the past can the rate of progress properly be measured. Unfortunately, the memories of motorists are so short that they are apt to accept the excellencies of modern cars as a matter of course, while quite forgetting the drawbacks to motoring which were once commonplace.

Applying this line of thought to the matter of comfort in hot weather, The Motor states that it will generally be admitted that a considerable advance has been made. This is the more creditable when it is remembered that during the past few years more and more powerful engines have been fitted and naturally the greater the power developed for a given efficiency the greater also is the power dissipated in heat to the exhaust and the water cooling system.

In the majority of modern cars the insulation provided by the dashboard and the floor, the removal of the exhaust pipe to the front end of the engine and the adoption of special fume eliminating devices have made it possible to drive on a hot day without suffering from engine heat or impure air.

It is still, however, somewhat difficult to provide a sufficient degree of ventilation in saloon bodies to satisfy the craving for fresh air which is felt so keenly in oppressive weather. Many good ideas await development in this connection, and in all probability considerable progress will be made during the next few years.

"MOTOR MINDED."

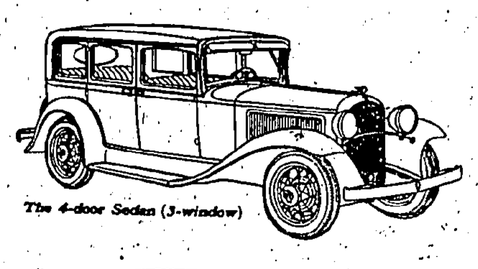
Commenting on the reduction in the number of street accidents in the London area during the first quarter of this year, The Light Car and Cyclecar says:—"We feel that the recent increase in road safety is the culmination of years of gradual education in highway behaviour and it marks, we hope, the beginning of a new era in which every road user will at last come to realize his responsibilities in the modern scheme of things.

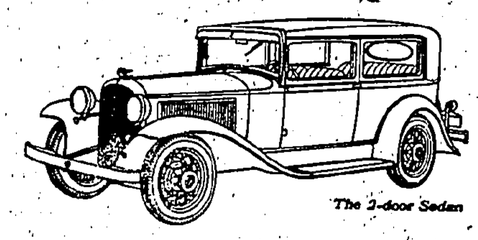
"The difficulty in the past has been that the motor vehicle has been a newcomer—an interloper, in fact, in the minds of many; its presence has been resented and its speed distrusted. As a result, other road users have been inclined to 'stick up' for what they have termed their 'rights,' irrespective of whether these so-called 'rights' were consistent with either courtesy or safety; and so long as you have ill-feeling on the road, so you will have danger. Now, however, the mind of the public has begun to catch up with the increase in traffic and, with the prominent symbol of the Road Traffic Act before them, road users in general have made a determined effort to fall in with modern conditions. The public is, in fact, becoming 'motor minded.'"

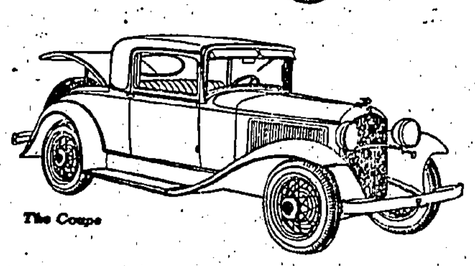
SMOOTHNESS OF AN EIGHT
ECONOMY OF A FOUR

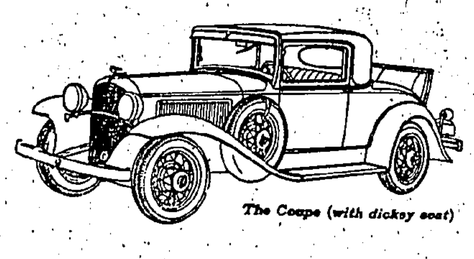
CHRYSLER
PLYMOUTH

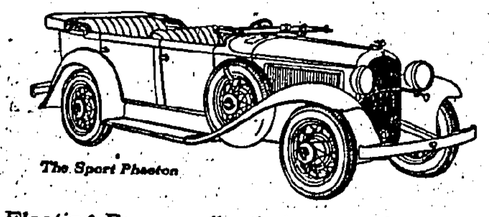
FLOATING POWER *and* FREE WHEELING

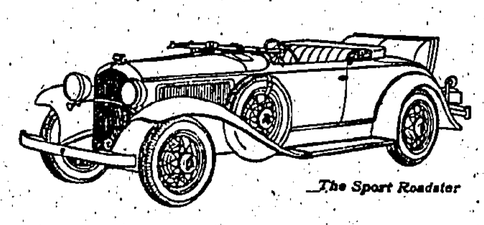

The 4-door Sedan (3-window)


The 2-door Sedan


The Coupe


The Coupe (with dickey seat)


The Sport Phaeton


The Sport Roadster

Floating Power—vibrationless, smooth performance—*Free Wheeling*—smooth, easy driving with economy in gas, oil and engine wear—*Easy-Shift Transmission*—quick, quiet gear-shifting between second and high and back again at speeds of 35 to 45 miles an hour—*56 Horsepower*—65 or more miles per hour and ample power for heavy going—*Hydraulic Brakes*—simplest and unexcelled for safety—*Steel Bodies*—virtually one piece for safety and freedom from rattles and squeaks—*Double-drop Frame*—for greater safety and better lines—the only car in the low-price field with such revolutionary engineering developments.

THE NATIONAL MOTOR CAR CO

CARS ARE NOW ON DISPLAY AT
33, DES VOEUX ROAD CENTRAL.

Tel. 25644 Tel. 25644

BUYERS' GUIDE

MOTOR CARS.

ARMSTRONG SIDDELEY.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
BUICK.—The Dragon Motor Car Co., Ltd., 33, Wong Nei Chung Road, Happy Valley. Tel. 30228.
CADILLAC.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
CHEVROLET.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
FIAT MOTOR CAR.—A Goeke & Co., China Bldg., 7th floor. Tel. 22221.
MARQUETTE.—The Dragon Motor Car Co., Ltd., 33, Wong Nei Chung Road, Happy Valley. Tel. 30228.
MORRIS.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
OLDSMOBILE.—The Dragon Motor Car Co., Ltd., 33, Wong Nei Chung Road, Happy Valley. Tel. 30228.
ROLLS-ROYCE.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
STUDEBAKER.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
WILLYS-KNIGHT & WHIPPET MOTOR CARS.—Gilman & Co., Ltd., 4a, Des Voeux Rd. C. Tel. 28011.

OUTBOARD MOTORS.—Rudolf Wolff & Kew, 54 Queen's Road C. Tel. 22178.

MOTOR TRUCKS AND TRACTORS.

CHEVROLET.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
G.M.C.—The Dragon Motor Car Co., Ltd., 33, Wong Nei Chung Chung Road, Happy Valley. Tel. 30228.
DODGE.—South China Motor Car Co., 33, Des Voeux Road. C. Tel. 25644.
MORRIS.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
STUDEBAKER.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
WILLYS-KNIGHT & WHIPPET TRUCKS.—Gilman & Co., Ltd., 4a, Des Voeux Road C. Tel. 28011.

MOTOR CYCLES.

B.S.A.—The Sincere Co., Ltd., Des Voeux Road. Tel. 27767.
NORTON.—The Sincere Co., Ltd., Des Voeux Road C. Tel 27767.

MOTOR OILS.

GARGOYLE MOBILOIL.—Vacuum Oil Company, King's Bldg.
SHELL.—Asiatic Petroleum Co., (S.C.), Ltd., Asiatic Bldg.

TYRES AND ACCESSORIES.

ACCESSORIES.—Hongkong Hotel, Garage, Queen's Road. Tel. 24759.
ACCESSORIES.—The Duro Motor Co., Nathan Road, Kowloon. Tel. 56253.
FISK TYRES.—Gilman & Co., Ltd., 4a, Des Voeux Rd. C. Tel. 28011.
INDIA TYRES.—W. R. Loxley Co., York Bldgs. Tel. 22285.
MICHELIN TYRES.—A. Goeke & Co., China Bldg., 7th floor. Tel. 22221.
PRESTOLITE BATTERIES.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
WILLARD BATTERIES.—Gilman & Co., Ltd., 4a, Des Voeux Rd. C. Tel. 28011.

ROLLS-ROYCE.

A Successful Enterprise.

A study of the financial position of Rolls-Royce, Ltd., reveals the fact that equally sound and careful attention is given to the company's finances as to its products. A position of considerable strength has been built up, and the liquidity of the assets is a feature of the balance-sheet.

The issued capital of the company amounts to £825,813 in £1 shares out of an authorised total of £1,000,000, including £38,637 held by the company's workers. Both classes rank equally as regards dividend and capital.

On the formation of the undertaking in 1906 the capital was increased from £60,000 to £200,000, and in 1918 the prosperity of the war years enabled the company to distribute a share-for-share bonus. Later in the same year the capital was raised to its present amount.

Dividends and Earnings.

For the last four years dividends of 10 per cent. have been paid each time, the rate having been raised in 1927 from the 8 per cent. which had been forthcoming for a long period.

Recent earnings, of course, have been affected by the depression in industry and contraction of purchasing power. Last year's profits were £147,171, as compared with £201,706 for the previous period of 14 months, equal to £172,891 per annum.

The sum available for dividends, however, was over 12 per cent. on the Ordinary capital, so that the 10 per cent. dividend was still moderately well covered.

Sound Assets Position.

It is in the balance-sheet that the strength of the company becomes apparent. The statement at the end of 1930 showed investments at cost of £272,680, of which all but £30,090 consisted of British Government securities, and there was a cash balance of £174,411. Reserve funds amount to £710,000, or not far short of the capital total.

Surplus liquid assets, after deducting current liabilities, reach the satisfactory figure of £1,179,000, and net assets available for the shares are in excess of £1,600,000. Goodwill, which must be immensely valuable, was written off in 1913.

Debtors and creditors, both of which were substantially reduced last year, roughly balance, and stock and work in progress has been maintained at a fairly consistent figure owing to the steady demand for the company's cars and aero engines.

In spite of the difficulties of the export trade the proportion of the company's exports to home sales was maintained during 1930.

Other Interests.

The company owns the entire issued capital of Automobiles Rolls-Royce (France); the investment in the subsidiary amounting to £20,000 was written off in 1921. A small loss was sustained by the French company last year.

In 1919 Rolls-Royce of America was formed, the English undertaking receiving the majority of the common stock for the goodwill. This company has not been very successful, and for 1930 the substantial deficit of $1,769,000 was reported.

The holding in the American undertaking does not appear among the assets of Rolls-Royce as the value at present is not determinable.

(*Continued at foot of next Column.*)

CAR "OFF COLOUR"?

Little Attentions That Pay.

When slogging steadily up a hill, with the engine working at its hardest, have you ever been passed by an exactly similar make and similar model to your own and wondered why? asks the Light Car and Cyclecar, and have you ever summed up the situation by saying, "Well, I don't know, but it appears to me that some of these models are much faster than others?"

Probably you have; in fact, most of us have, but few of us arrive at the conclusion which is correct in nine cases out of ten—namely, that the car we are driving is suffering from a loss of power due to causes which are fairly easily capable of correction. In certain cases, of course, the car that passes us may be quite definitely "hotted up"; it is more probable, however, that its owner is one who takes a pride in its performance and who never neglects to go over the chassis periodically in order to make sure that it is giving of its best. The owner who pays regular attention to those little points mentioned in the markers' handbook is always well repaid for his trouble and gets infinitely better results than the motorist who regards his car as his slave and treats it accordingly.

DRUNKENNESS TEST

What New York Police May Use.

Under new regulations just issued, the problem of determining whether a motor-car driver is drunk or sober should be easier for New York traffic policemen. A suspect may now be required to touch his nose with his forefinger with his eyes closed, to stand erect for several minutes with his eyes closed, or to pick up a coin from the pavement.

If still in doubt a policeman may ask the suspect to walk a straight line, to tell the time quickly and accurately, or to sign his name to correspond with that on his driver's licence. The general co-ordination of movements may be noted, together with the general mental attitude.

Having served a summons, the policeman will be required to make his statements under oath before his captain. The Court of Appeal in New York has held that careful observation may establish intoxication, and that expert testimony is unnecessary.

High-Class Products.

Rolls-Royce products have a well-earned reputation for quality. They have a leading position in the home market for high-powered luxury cars, although the smaller models are meeting with a growing appreciation.

Royal Air Force orders and inquiries for foreign governments keep the aero engine works well occupied, and the fact that the Rolls-Royce engines figure in many important events, such as the Schneider Trophy Race, is a testimony to the high reputation which has steadily been built up since the company's inception.

Rolls-Royce shares have fluctuated considerably in price this year, having been up to 40s. and as low as 27s. They are now quoted around 35s., at which they return nearly 5¾ per cent. on the basis of last year's dividend.—Evening Standard.

MORE SMALL CARS.

All-Popular Low-Priced "Babies."

The end of the year so far as the motor car manufacturers are concerned is already in sight, if it has not actually arrived. Within a very short time the new models—1932 models they will be called—will make their appearance.

Naturally there is a good deal of specification as to what these new cars are to be—small or large, giants or babies, luxury or very inexpensive vehicles. Those who profess to know the secrets of every factory are probably able now to reveal the chief features of all the new models. I am afraid (says a Motoring Correspondent at Home) I can lay claim to having no such special knowledge.

Judging from present market tendencies, however, I venture to predict that by far the largest proportion of the new cars that are "on the stocks," so to speak, are "babies." I have heard it said that 1930-31 has been the "baby" car year, because since September 1930 more vehicles of that type have been bought by the public than ever before. I firmly believe that 1931-32 will see a still larger number of small cars sold.

Those manufacturers who do not as yet make a car of 10 h.p. or less have lately been looking with rather envious eyes at the active factories of the firms which had the foresight to go into this market in earnest several years ago. They feel, I am perfectly certain, that they have "missed the coat." The result is that there is going to be a perfect scramble to get a share of this market.

Inexpensive But Not Cheap.

It is a profitable market, too, once you are turning out the right type of car and everything is going well with production. The "baby" car is inexpensive, I agree, but I would not call it particularly cheap. For what it is, it is relatively dearer than some of the "full-sized" models.

I hope one or two of the manufacturers who contemplate catering for the man who wants a very small car of about 8 h.p. will have the courage to try something unconventional and not to copy slavishly the big cars they now turn out. No one can say that the Austin Seven was an Austin Twelve on a smaller scale. Yet look at the enormous success it has enjoyed.

What is wanted is an equally clear-cut break with big car ideas. I do not mean that there is room for any fantastic, experimental designs—the public will not stand for that sort of thing—but rather the adoption of some such idea as front-wheel drive or a rear-engined car with streamlined body.

If my estimate of the position is correct, and the next three months see several new small cars put on the market, then it can be confidently assumed that prices will come down. In some cases the reductions may not be much, but where competition is keenest it is inevitable that prices will have to be on a very competitive level. After all, the new-comers will have to make a footing for themselves, and one of the obvious ways is to appeal to the motorist on a price basis.

American Manufacturers' Activities.

There has been a lot of talk, I notice, about one of the biggest American motor producing companies declaring war on the British "baby" car in the world markets, and it has been suggested that thousands of dollars are being spent on experiments and research in American factories with a view to the production of one or more models of about 800 c.c. which will be offered to the world at a very attractive figure.

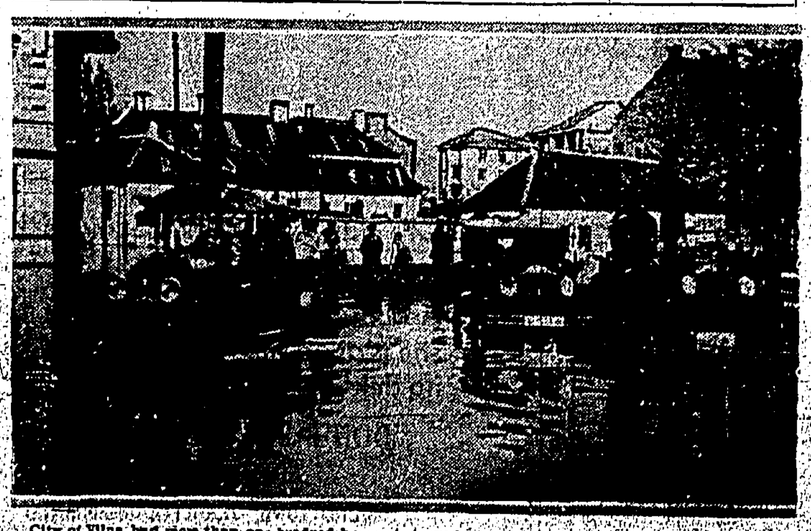
I am not at all impressed by this story, for the simple reason that the motor manufacturers in the United States never produce a car which is not likely to have a big vogue in the home market. Does anyone suggest that a "baby" car is likely to have sufficient sale in the United States to justify one of the largest manufacturers laying down special plant for its manufacture? So far no small car has appeal to the American motorist. A few have been sold, but from all accounts the number is not sufficiently large to make the rest of the manufacturers turn to that particular type as the salvation of their present difficulties.

It is contended that the success of the British small car in the overseas markets has taken the Americans by surprise, and made them consider the advisability of concentrating on similar types. But I doubt whether any United States manufacturer would consider himself much better off if he could turn out a car to sell in the various export markets in which he is interested in as large numbers as, say, the Austin Seven.

The point to remember is that where we think in terms of hundreds of cars, the American manufacturer thinks in thousands.

As for the British home market, I am convinced that it is now secure from any threatened invasion either from—America—or—anywhere else, unless, of course, there is some ill-advised tampering with the import duties.

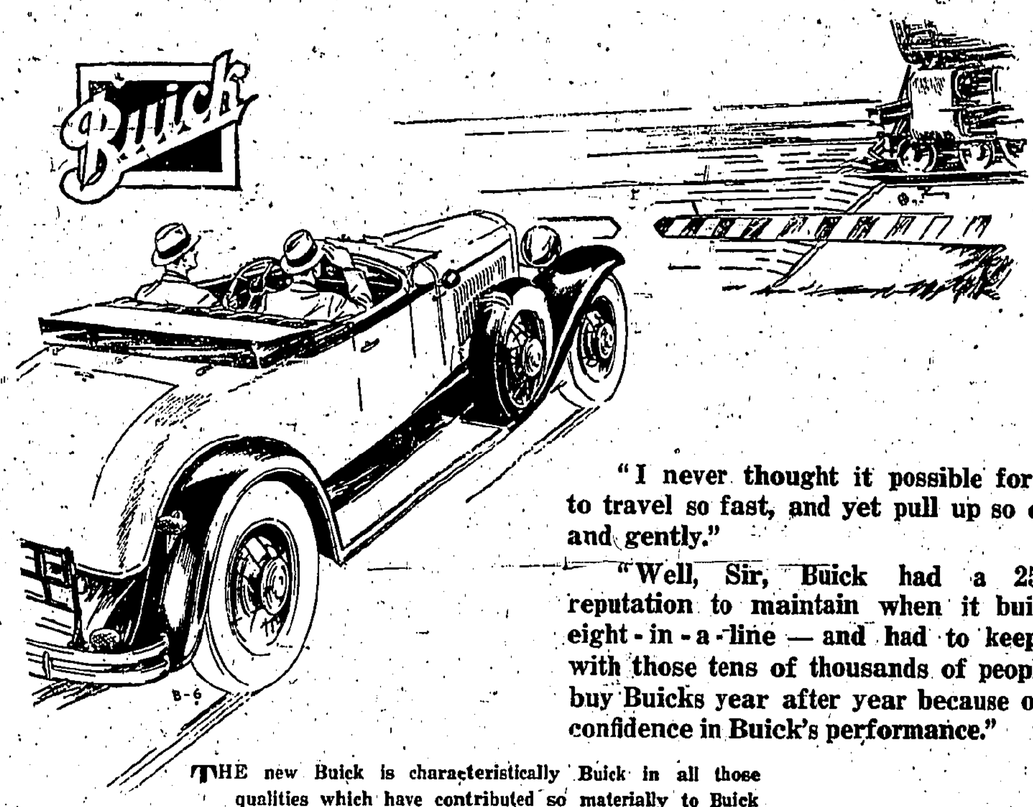
SPRING FLOODS IN POLAND



City of Vilna had more than one hundred homes destroyed and nearly two thousand persons made homeless when the Kosherga River overflowed its banks. Two army Buicks and an ancient Cadillac take government officials on a tour of inspection.

MOTOR RADIO SETS.

With the more general use of automobile radio, the Lincoln Motor Company announces that Lincoln cars are now being built to facilitate the use of compact radio sets, such as are now being marked for automobile use. The wire mesh which supports the roof material is insulated against grounding permitting it to serve as an aerial for the automobile radio, if desired.



"I never thought it possible for a car to travel so fast, and yet pull up so quickly and gently."

"Well, Sir, Buick had a 25-year reputation to maintain when it built this eight-in-a-line — and had to keep faith with those tens of thousands of people who buy Buicks year after year because of their confidence in Buick's performance."

THE new Buick is characteristically Buick in all those qualities which have contributed so materially to Buick leadership for a quarter of a century.

Buick has won public confidence on the sheer merit of its products year after year. Thousands of motor car buyers buy Buicks without even asking for a demonstration.

The new Buick, in all series, reflects — even more than any previous Buick has — the supreme value for the money that only an organisation like Buick and General Motors could possibly give.

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114" Wheelbase Buick Models	H.K.$6,955 to H.K.$ 7,525
118" Wheelbase Buick Models	H.K.$8,275 to H.K.$ 8,775
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132" Wheelbase Buick Models	H.K.$9,820 to H.K.$12,295

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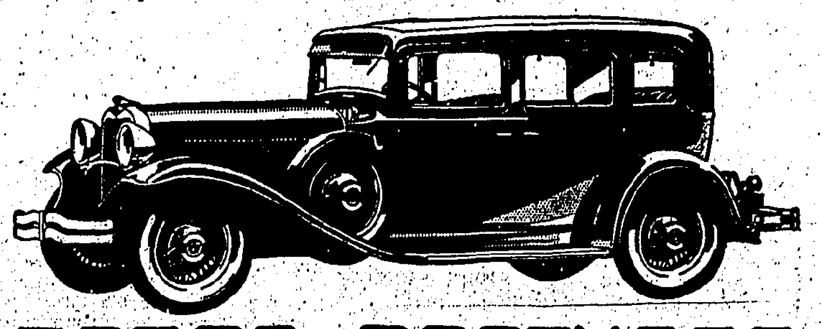
THE New Dodge Six and Eight are designed and built on the principle that whatever will make for greater satisfaction to owners will add to Dodge Brothers good will and prestige. ¶ Dodge engineers deliberately set their standards higher than is ordinarily considered necessary. A finer material—a closer limit of precision—a more careful operation—a more exacting test—these are the reasons why Dodge cars can be driven with pleasure for a long, long time. ¶ And the beauty of the New Dodge Six and Eight contributes to lasting satisfaction, for their harmony of line, balance and proportion assures that their style will be good style for many seasons.



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SPENCER TRACY
CLAIRE LUCE
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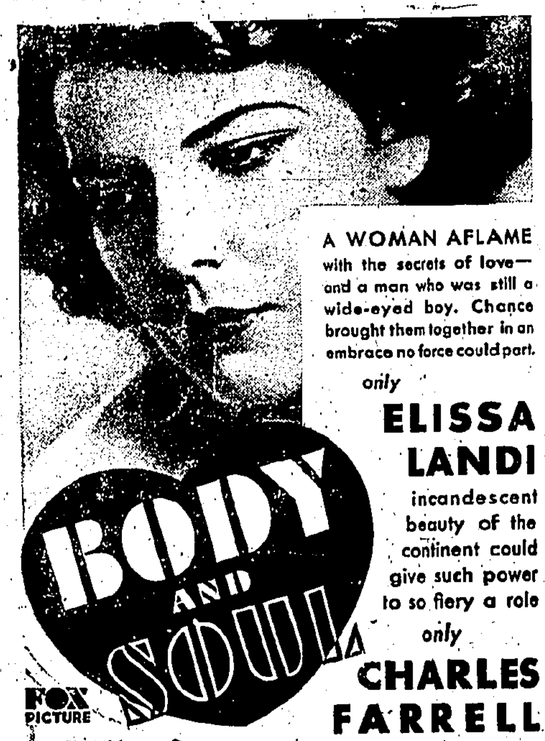
FOX PICTURE

NEXT CHANGE

COMMENCING SATURDAY, 19th SEPT.



A WOMAN AFLAME with the secrets of love—and a man who was still a wide-eyed boy. Chance brought them together in an embrace no force could part.

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incandescent beauty of the continent could give such power to so fiery a role

only
CHARLES FARRELL
could rise to such heights as the eager, inexperienced lover.

BODY AND SOUL

FOX PICTURE

Directed by Alfred Santell

BOOKING AT THE THEATRE. TEL. 25313.

CURRENT SPORTING GOSSIP

THE ARSENAL CLIMB SEVEN PLACES IN TABLE

EVERTON REACTION

BRADFORD REGAIN THE LEAD IN THE SECOND DIVISION

FULHAM'S POWERFUL CHALLENGE

GATESHEAD LOSE UNDEFEATED RECORD TO YORK CITY BY THE ODD GOAL

London, Yesterday.

The following were the results as cabled by Reuter of the matches played in the English and Scottish League to-day:—

ENGLISH LEAGUE.

First Division.

Derby Cnty	3	Everton	0
Liverpool	7	Middlesboro'	2
Portsmouth	0	Arsenal	3
Sunderland	2	Birmingham	3

First Division Table to Date.

	P.	W.	D.	L.	Goals F.	A.	Pts.
Wednesday	5	4	0	1	20	9	8
Huddersfield	5	3	2	0	8	4	8
Blackpool	5	3	1	1	7	7	7
Liverpool	6	3	1	2	14	10	7
Middlesbro'	6	3	1	2	14	12	7
West Brom.	6	3	1	2	8	4	7
Arsenal	6	2	3	1	11	7	7
Sheffield U.	5	3	0	2	11	5	6
Everton	5	3	0	2	9	8	6
Birmingham	5	2	2	1	12	9	6
M'chester C.	6	2	2	2	7	8	6
Aston Villa	4	2	1	1	11	5	5
Leicester C.	5	2	1	2	11	8	5
Bolton W.	6	2	1	3	12	15	5
Portsmouth	6	2	1	3	7	14	5
Newcastle	4	2	0	2	7	7	4
West Ham	5	2	0	3	5	12	4
Derby C.	6	2	0	4	9	12	4
Blackburn R.	5	1	1	3	6	13	3
Grimsby	6	1	1	4	8	19	3
Sunderland	6	1	1	4	7	11	3
Chelsea	5	1	0	4	6	11	2

Second Division.

Bradford	3	Charlton Ath.	0
Manchester U.	1	Stokes City	1
Notts Forest	2	Preston N.E.	2
Plymouth, A.	2	Bristol City	1

Second Division Table to Date.

	P.	W.	D.	L.	Goals F.	A.	Pts.
Bradford	6	4	2	0	17	8	10
Bury	6	5	0	1	16	6	10
Southampton	6	4	0	2	13	11	8
Wolves	5	3	1	1	15	5	7
Plymouth A.	5	3	1	1	11	9	7
Stoke C.	6	3	1	2	11	8	7
Leeds Un.	6	3	1	2	8	6	7
Port Vale	5	3	0	2	11	10	6
Millwall	6	3	0	3	14	10	6
Tottenham	6	2	2	2	14	12	6
Burnley	4	2	1	1	6	5	5
Oldham A.	5	2	1	2	12	9	5
Notts Cnty.	5	2	1	2	9	9	5
Preston N.E.	6	1	3	2	8	14	5
Notts Forest	5	1	2	2	7	10	4
Barnsley	6	2	0	4	8	14	4
Bradford C.	6	1	2	3	9	17	4
M'chester U.	6	1	2	3	7	12	4
Charlton A.	5	1	1	3	7	10	3
Chesterfield	5	1	1	3	7	14	3
Bristol C.	5	1	0	4	8	15	2
Swansea T.	5	1	0	4	7	11	2

Third Division (South).

Bristol R.	2	Clapton	1
Crystal Pal.	2	Brighton	0
Exter C.	0	Northampton	0
Swindon T.	1	Queen's P.R.	2
Torquay U.	2	Fulham	3
Watford	4	Mansfield T.	1

Third Division (South).
Table to Date.

	P.	W.	D.	L.	Goals F.	A.	Pts.
Fulham	6	5	0	1	25	11	10
Bournemouth	6	4	2	0	14	6	10
Crystal Pal.	6	4	1	1	17	8	9
Southend U.	5	3	2	0	9	3	8
Watford	6	4	0	2	20	14	8
Brentford	5	3	1	1	9	8	7
Luton T.	6	3	0	3	10	9	6
Cardiff C.	6	2	2	2	14	7	6
Bristol R.	6	2	2	2	13	11	6
Brighton	6	2	2	2	6	9	6
Northampton	6	2	2	2	5	5	6
Reading	5	2	1	2	8	11	5
Mansfield T.	6	2	1	3	10	17	5
Clapton O.	6	2	1	3	9	8	5
Exeter C.	6	2	1	3	8	11	5
Thames	5	1	2	2	5	5	4
Swindon	6	2	0	4	12	13	4
Coventry C.	6	2	0	4	10	18	4
Norwich C.	6	1	2	3	7	8	4
Queen's P.R.	6	1	2	3	5	9	4
Torquay U.	6	1	1	4	12	29	3
Gillingham	6	1	1	4	4	12	3

Third Division (North).

Chester	2	Hartlepools	3
Darlington	2	Hull City	1
York City	3	Gateshead	2

Third Division (North).
Table to Date.

	P.	W.	D.	L.	Goals F.	A.	Pts.
Gateshead	6	5	0	1	18	5	10
Lincoln C.	6	5	0	1	17	8	10
Southport	6	5	0	1	11	7	10
Crewe A.	5	4	0	1	13	7	8
Wrexham	6	3	2	1	12	8	8
Barrow	6	4	0	2	11	8	8
York City	6	4	0	2	9	12	8
Tranmere R.	6	3	0	3	15	7	6
Hull City	6	3	0	3	11	8	6
Chester	6	2	2	2	13	11	6
Hartlepools	6	1	4	1	11	16	6
Accrington S.	5	2	1	2	13	14	5
Darlington	6	2	1	3	10	13	5
Rochdale	6	2	1	3	8	17	5
Halifax	6	2	1	3	6	7	5
Rotherham	5	2	0	3	14	13	4
Walsall	6	2	0	4	7	11	4
Carlisle Un.	6	1	2	3	12	15	4
Doncaster R.	5	1	1	3	9	14	3
Wigan Boro'	6	1	1	4	7	16	3
Stockport	6	1	1	4	5	7	3
N. Brighton	6	0	1	5	3	16	1

SCOTTISH LEAGUE.

First Division.

Motherwell	6	Third Lanark	0
Partick T.	1	Dundee	3

First Division Table to Date.

	P.	W.	D.	L.	Goals F.	A.	Pts.
Rangers	10	8	1	1	28	10	17
Kilmarnock	10	7	2	1	20	9	16
Motherwell	10	7	2	1	30	10	16
Celtic	9	5	4	0	28	9	14
Third Lanark	9	5	1	3	18	22	11
Aberdeen	9	4	3	2	11	11	11
Cowdenbeath	10	4	3	3	17	20	11
Clyde	9	5	0	4	14	14	10
St. Mirren	10	5	0	5	15	18	10
Dundee	9	3	3	3	17	18	9
Partick T.	10	4	1	5	18	17	9
Hearts	10	4	1	5	10	11	8
Morton	9	3	1	5	15	13	7
Falkirk	9	2	3	4	14	17	7
Airdrieonians	10	3	1	6	17	23	7
Hamilton A.	10	2	3	5	18	23	7
Dundee Un.	10	2	3	5	13	20	7
Queen's Park	10	2	2	6	9	26	6
Leith Ath.	9	2	1	6	9	19	5
Ayr Un.	10	0	3	7	13	28	3

Our Sports Diary.

LOCAL.

HOCKEY—To-day—Y.M.C.A. II. v. Radio Sports Club II.

RACING—To-day—Entries close for the Eighth Extra Race Meeting at noon.

AQUATICS — Saturday—Police Sports at the V.R.C.

LAWN BOWLS—Saturday—Second Division—Civil Service C.C. v. Kowloon C.C.; Yacht Club v. H.K. Electric R.C.

MEETING — Saturday — I.R.C. Annual Meeting.

ABROAD.

YACHTING — To-morrow—U.S. President's Cup at Annapolis.

FOOTBALL — Saturday — Full English and Scottish League programme.

GOLF HANDICAPS MINUS STROKES

A Novelty That Has Found Favour.

By HARRY VARDON

Everybody realises that the mainstay of golf rivalry is the private match. International contests and various other forms of gladiatorial display are valuable tonics, but the life-blood of the game is the unchronicled competition that takes place among its unknown legions.

Statisticians declare that there are at least half a million golfers in the British Isles and three millions in the United States. Almost every country under the sun has its quota, and on every course the members provide nine-tenths of their own amusement by playing private matches under handicap.

My talks on the subject with a good many members compel the conclusion that the prevailing systems of allotting handicaps do not appeal to the average individual's sense of logic. They are accepted because they have grown up with the game. I never heard anybody say that they are good, so presumably they may be set down as a monumental makeshift.

Yet few attempts have ever been made to render the handicapping attractive and original.

In this connection, I wonder that more clubs do not adopt the scheme of Swinley Forest (Ascot) and New Zealand (Byfleet) of installing three teeing grounds at each hole—back tees, middle tees, and forward tees.

Many an ordinary mortal would find a new zest in his match if, instead of receiving so many strokes from a scratch man and being constantly outdriven and demoralised, he started from the forward tees against the scratch player on the back tees. It is conceivable that the handicap receiver would be stimulated to drive in accordance with what he felt to be his true form; for, with a start of 60 or 80 yards, he would feel secure against an instant crushing.

I heard of two clubs recently which proposed to introduce this scheme, and of another which had decided to do so. It may have its elements of daring departure from custom, and it has to be acknowledged that sacrosanct St. Andrews, like every course of the days when traditions were founded, has only one teeing-ground for every hole.

Still, very many modern courses have two teeing-grounds for each hole, though not as a handicapping medium, but so that a back tee may be available on high days and medal days. There might just as well be three, usable as a means of arranging handicaps.

Friendly Strife.

At any rate, the idea has stood the test of time at two clubs in the London district, Swinley Forest and New Zealand, which have been in existence far longer than the average, and have prospered exceedingly in spite of their policy of pursuing secluded lives.

I am not sure that either of them ever holds a competition. The New Zealand course may be the scene of one members' medal day a year; but Swinley Forest has none. It caters for people who want to play private matches, and the fact that it has so much faith in the principle of handicapping by teeing-grounds suggests that the scheme is worthy of adoption in other places. Swinley Forest has not even a list of club handicaps.

Perhaps, like a good many other ideas, this one is taking a goodly while to ingratiate itself in the mind of the golfing public, but

(*Continued on Page 5.*)

TYPHOON - MAP - - - OF THE CHINA SEA

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Benny Rubin—Mary Doran

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MAJESTIC

TO-DAY TO SATURDAY AT 2.30, 5.20, 7.20 & 9.20 P.M.

FOX PICTURE

One man's wife is another man's temptation.

He thought his wife a child. But she played with fire and that's no child's play. Take a tip!

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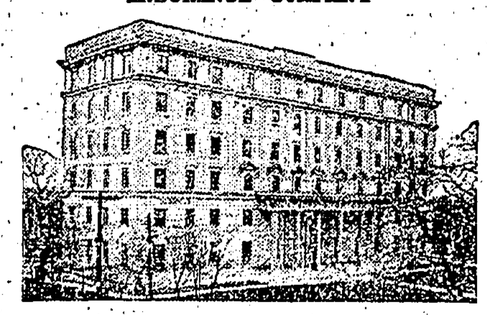

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Reviews from Official Sources.

"SHIPMATES."

The most difficult of all sounds to record for talkies is the piping of a bos'n's whistle, according to technicians who worked aboard the U.S.S. Colorado during filming of Robert Montgomery's first starring picture, "Shipmates," coming to the Queen's Theatre on Sunday.

The new Metro-Goldwyn-Mayer picture was directed by Harry Pollard with Dorothy Jordan playing opposite Montgomery.

Most of the action scenes were filmed aboard the U.S.S. Colorado.

"UP THE RIVER."

Stage and screen contribute equally to the cast of "Up the River," the unique comedy which portrays high jinks in jail. John Ford, who directed this hilarious offering for Fox Movietone, found that eight of his featured players were making their screen debut in the picture, while the other twelve have both film and stage experience.

The two leading players, Spencer Tracy and Claire Luce never faced a camera prior to making their rests for the production. Tracy leaped to fame with his portrayal of Killer Mears in "The Last Mile" on Broadway, and Miss Luce played the feminine lead in "Burlesque" in London and "Scarlet Pages" in New York before turning her attention to the speaking screen.

The story, written by Maurine Watkins of "Chicago" fame, is a clever blend of hilarious mirth and romance, the two themes being contrasted throughout with unusual effect. Miss Luce and Bogart furnish the romantic element, while Tracy and Hymer as a pair of hard-boiled but good-hearted burglars spend most of their time breaking into and out of jail in order to keep the love affair running smoothly. It is showing at the King's Theatre.

"BODY AND SOUL."

The sweetheart of two continents.

Elissa Landi is already established as the sweetheart of Europe and is now rapidly capturing the applause and affection of screen devotees in her first American picture, "Body and Soul," coming to the King's Theatre.

A sensation on the London and Parisian stages, Miss Landi won wide acclaim for her performance in four pictures made in Europe. Two of them were produced by Elinor Glyn, who said of this charming actress, "An actress like Elissa Landi knows instinctively what to do and does it. She is the ideal screen type, fascinating and intelligent. She has beauty, talent, but above all she has personality."

While "Body and Soul" has a war background, it is not a war picture, the dominant note being romance. It tells the story of a young American flying ace who falls in love with a girl, who is later accused of being a spy. The plot has a surprising twist at the finish, but one that turns the tide of suspense to one of satisfaction.

"ALOHA."

Love tormented, crucified and found pure and enduring, is exemplified in "Aloha," the splendid Tiffany production that was shown yesterday at the Central Theatre, where it remains until Saturday.

The story starts glamorously in the tropics with a love that is as powerful as only a suppressed passion can be. Jimmy Bradford, played sympathetically by Ben Lyon, has been on this lonely tropical isle for a year, and withstood its temptations—even those offered by Ilanu, an exquisite child, half-native and half-white, played adorably by Raquel Torres.

Ilanu, with a natural, primitive innocence, throws herself at Jimmy, but he firmly puts her out of his thoughts for Elaine, his sweetheart from childhood who is waiting in San Francisco for his return. But one night the barrier is broken down and Jimmy acknowledges his love for Ilanu.

Thelma Todd is admirable in the role of the contemptible sister and Marian Douglas is beautiful and appealing as the sweetheart. A great old tyrant is Robert Edeson as the father. A child role is made adorable by beautiful Dickie Moore, and other contributing with excellence are Alan Hale, Otis Harlan, T. Roy Barnes, Robert Ellis, Donald Reed, Al St. John, Rita Rey, Addie McPhail and Marcia Harris.

"THE DRUMS OF JEOPARDY."

Outside of the cursory surveillance of her diet and a normal amount of healthy exercise, June Collyer, who appears in Tiffany's mystery story, "The Drums of Jeopady," does nothing to keep that perfectly proportioned and marvellously slender figure for which she is admired. It seems to be her nature to have the proper weight, and when an actress can eliminate from her horizon the bugbear of excess fat, she is happy!

"The Drums of Jeopardy," the attraction on Sunday at the Central Theatre, features Warner Oland, June Collyer and Lloyd Hughes. It is a picturisation of Harold MacGrath's novel, directed by George B. Seitz and with a cast including Wallace MacDonald, George Fawcett, Mischa Auer, Hale Hamilton, Ernest Hilliard and Florence Lake.

RADIO

TO-DAY'S PROGRAMME.

The following programme will be broadcast to-day from the Hong Kong Broadcasting Station Z.B.W. on a wavelength of 355 metres:

6-8 p.m.—European Programme of Victor Records.

6-6.21 p.m.—Band Selections.
Washington Post March (Sousa),
El Capitan March (Sousa),
Sousa's Band.
Yale Medley No. 1 (Friedman & Porter),
Yale Medley No. 2 (arr. C. F. Smith),
Yale University Band.
Bright College Years (Durand-Wilhelm),
Yale University Band.

6.21-6.39 p.m.—Organ Solos.
Three Norwegian Melodies (Munson),
The Herd Girl's Sunday (Bull-Munson),
Lawrence J. Munson.
(This record is by special request.)
Liebestraum (Liszt),
Pilgrims Song of Hope (Batiste),
Henry Gordon Thunder.

6.39-7.10 p.m.—Variety.
Song—
Bonsoir,
Mama Inez,
Maurice Chevalier (Baritone).
Piano-Accordion Solo—
Sharpshooters March,
Beautiful Days Waltz,
Mario Perry (20250).
Chorus—
You Gonna Reap Just What You Sow (Negro Spiritual),
Everybody Got to Walk This Lonesome Valley (Negro Spiritual),
Pace Jubilee Singers.
Orchestral—
Idolising,
Hush-a-bye;
Jean Goldkette and His Orchestra.

7.10-7.41 p.m.—A Concert.
Song—
A Maori Slumber Song (Princess Te Rangi Pai),
Waiata Maori (Alfred Hill),
Frances Alda (Soprano).
Violin Solo—
Under the Leaves (Thome),
By the Waters of Minnetonka (Lieurance),
Rence Chemet.
Song—
I'll Take You Home Again, Kathleen (Westendorf),
In the Gloaming (Orred-Harrison),
Clarence Whitehill (Baritone).
Flute Solo—
Wind Amongst the Trees (Briccialdi)
Clement Barone.
Instrumental Trio—
At the Brook (Borsedeffre),
Venetian Trio.

7.41-8 p.m.—Vocal Gems.
Sunny (Harbach & Kern);
Cocoanuts (Berlin),
Victor Light Opera Company.
Robin Hood (Smith-de Koven),
Victor Light Opera Company.

8 p.m.—Local Time.
8.03-10.30 p.m.—Chinese Studio Concert.
10.33 p.m.—Close Down.

TRESPASSERS FINED

Family of Five Caught in Act.

A man, a woman, a boy and two girls, all Chinese appeared in Court this morning and pleaded guilty to trespassing in a Government Plantation at Aberdeen yesterday.

Mr. J. R. Carr, Supervisor of the Botanical and Forestry Department, stated that the man and boy each had a chopper, whilst the woman and girls were armed with grass-knives.

The man admitted he went to the plantation to cut wood, but submitted he had taken the children with him in order that they might pick up branches that had been blown down by the wind.

The Magistrate: In future, don't take children with you when you set out to break the law. You are fined fifty dollars, or one month's hard labour.

A fine of $7 or ten days was imposed on the woman. The children were cautioned.

SHADOWS BEFORE

COMING EVENTS ANNOUNCED IN CHINA MAIL.

Entertainments.
To-day — King's Theatre: "Up The River."
To-day — Queen's Theatre: "Almost a Honeymoon."
To-day — Central Theatre: "Aloha."
To-day — Majestic Theatre: "Don't Bet On Women."
To-day — Star Theatre: "They Learned About Women."

Sports.
See Sports Diary on Page 4.

Home Mails.
To-day—Inward from Europe via Siberia (Empress of Asia).
To-morrow—Inward from London (Sarpedon) from America (Shinyo Maru); Outward for Europe via Suez (Terukuni Maru) 6 p.m.

Lammert's Auction.
September 21—At 166, The Peak, household furniture, 10.30 a.m.

Meeting.
To-day—Y. M. C. A. members' meeting, 9 p.m.

ROUND TABLE

NOW EXAMINING DETAILS.

GOOD PROGRESS

FRIENDLY SPIRIT PREVAILS.

Rugby, Yesterday.

The Federal Structure Committee of the Round Table Conference held two further meetings to-day. Having listened to expressions of general views on India's constitutional problem from delegates representing practically all sections of the Community the Committee has now settled down to an examination of the details which have been tabulated by the Chairman, Lord Sankey, under four heads of discussion. Satisfactory progress already been made in a friendly and businesslike atmosphere.

To-day's discussions were concerned with the question of direct and indirect methods of election of representatives to the Federal Legislature.—British Wireless Service.

ARCTIC AIR TRAGEDY.

Wreckage of Cramer's 'Plane Found.

New York, Yesterday.

The British trawler Lord Trent, while proceeding to the White Sea, picked up seaplane wreckage which has been identified as the Bellanca monoplane in which Mr. Parker Cramer and his mechanic Pacquette were flying to Europe via Greenland, and which disappeared early in August.

It will be recalled that they were engaged in surveying a possible Arctic air route to Europe from America.—Reuter's American Service.

[Another trawler, some weeks ago, passed a corpse floating in the sea which was thought to be that of Mr. Parker Cramer. Owing to rough seas the corpse was not secured for identification and proper burial.]

SIR WILLIAM THWAITES.

New A.D.C. General To His Majesty.

The King has approved of the appointment of Gen. Sir William Thwaites, K.C.B., K.C.M.G., Colonel Commandant, Royal Artillery, as Aide-de-Camp General to his Majesty.

Gen. Sir William Thwaites was the Commander of the Rhine Army from 1927 till 1929, and he was one of the soldiers who foresaw the certainty of war with Germany. For thirteen Summers prior to 1914 he spent his holidays there.

During the war he commanded the 46th Division and was mentioned in despatches six times, and in 1918 he was appointed Director of Military Intelligence.

Sir William, who was born in 1868, served in the South African War and was at the defence of Ladysmith. He was placed on the half-pay list at the end of 1929.

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9760—Poet and Peasant—Overture. *Symphony Orch.*
9838—Songs of the Hebrides ..... *Kennedy Fraser.*
9745—Abide With Me ..... *Boy Soprano.*
9675—As Pants the Heart ..... *Boy Soprano.*
9577—Solveig's Song ..... *Dora Labbette.*
9404—In a Persian Market ..... *Ketelbey's Orch.*

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Time: From 10 a.m. to 7 p.m. daily.
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NEW ADVERTISEMENTS.

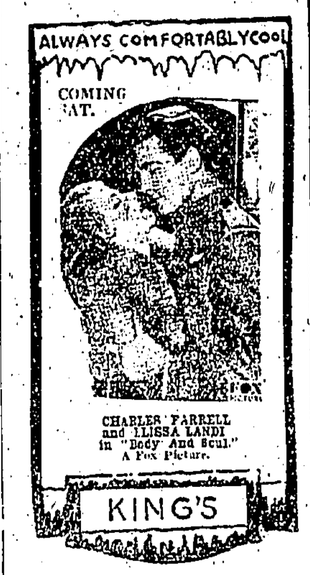
G. R.

PUBLIC AUCTION.

PARTICULARS & CONDITIONS of the Sale by Public Auction to be held on MONDAY, the 21st day of September, 1931, at 3 p.m., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of one Lot of Crown Land at Tai Kok Tsui, in the Colony of Hong Kong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale	Registry No.	Locality	Boundary Measurements N.	S.	E.	W.	Contents Sq. feet	Annual Rental Upset Price
17	Kowloon Inland Lot No. 2142.	Between Kowloon Inland Lots Nos. 2 56 and 411, Tai Kok Tsui Sec. I.	ft.	ft.	ft.	ft.	absent	$ c.
			As per sale plan.				5,382	98 15,000



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LAMMERT BROS.,
Auctioneers.

Hong Kong, September 15, 1931.

YESTERDAY'S SOLUTION.

C	H	A	R	T		P	A	S	A	D	E	N	A	
H	I	D		H		E	W	E	R		T	O	N	
A	T	E		R	I	D	D	L	E	D		A	N	D
M		K	E	N	O		S	M	E	W			E	
D	A	T	I	E	N	C	E			N	E	G	U	S
I	R	A	N			K	R			N	A	E		
O	I	S	E			E	A	S	T	E	R	N		
N	A	T		A	L	T		E	O	S		T	A	P
		I	N	F	U	S	E	S			P	I	L	E
		N	E	F			A	T			E	L	A	N
T	I	G	E	R			T	I	M	E	L	E	S	S
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N	A	G		T	R	E	E			N		E	E	N
G	R	O	S	S	E	S	T			S	E	N	D	S

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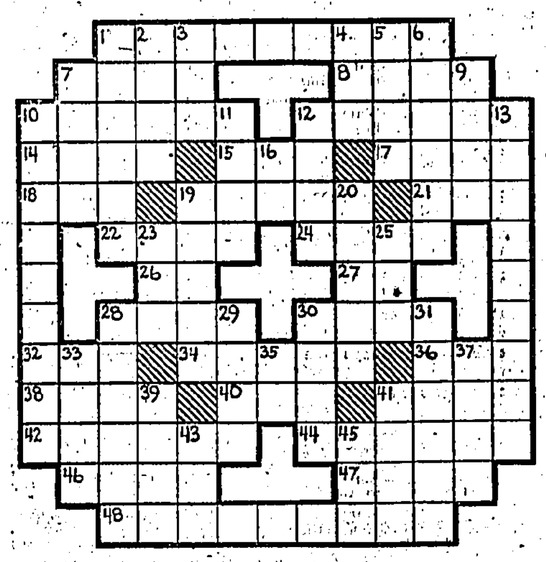
DAILY CROSS-WORD PUZZLE.

(This cross-word puzzle has been made by an expert but our readers are warned to look out for occasional phonetic spellings, such as harbor, plow, and altho.)



HORIZONTAL	HORIZONTAL (Cont.)	VERTICAL (Cont.)
1-To make a law	40-Male descendant	15-Succession of sovereigns in one line of family descent (pl.)
7-A weed	41-Large wooded plant	16-Either
8-Rave	42-Musical instrument	19-To angle with rod and reel
10-Distant in time	44-Ermines	20-Greek who induced Trojans to drag horse into Troy (Class Myth.)
12-Wore a cheerful aspect	46-Grecian seaport on Aegean Sea	22-Open (Poet.)
14-Greek god of war	47-String	25-Likewise not
15-Fish eggs	48-Resembling gneiss	28-Twine
17-A flower		29-Final
18-Tavern	VERTICAL	30-Clattering sounds
19-Wearies	1-Bawail	31-A shore (Poet.)
21-Senator (abbr.)	2-Greek god of love	33-Hemp cordage
22-Lacerated	3-Obtain	35-Towards
24-Four gills	4-Part of the body	37-A network (Latin)
26-Italian river	5-An appendage	39-Soon
27-Negative	6-Enroll	41-Labor
29-Dwindle (Colloq.)	7-Quill-like bird	43-Point of compass (abbr.)
30-June-bug (pl.)	9-Combining form. Far	45-Total loss only (abbr.)
32-Skill	10-Railways	
34-The language of ancient Rome	11-Ireland (Poet.)	
36-Prefix. Three	12-Percolate	
38-Feminine name		

The solution of the above cross-word puzzle will appear in to-morrow's issue along with a new cross-word puzzle.)

CHINA'S ELECTION TO LEAGUE.

Sign of the World's Sympathy.

A BIGGER ROLE.

Nanking, Yesterday.

Interviewed by the Press this morning, Minister C. T. Wang expressed his gratification at China's election to the Council of the League of Nations, stating that the unanimous vote in her favour is an unmistakable sign of world-wide sympathetic attitude toward the country.

Mr. Wang hoped that with better internal conditions and some revision of the League's regulations China would soon be able to occupy a permanent seat in the Council and play a bigger role in the advancement of world co-operation.—Sino News Service.

YANGTSZE FLOOD.

An Appeal to the Public.

DESTITUTE MILLIONS.

In view of the seriousness of the flood disaster in North China which has affected more than ten provinces leaving the surviving millions in a most pitiful and wretchedly destitute state, the Tung Wah Hospital has appropriated a sum of $30,000 from the surplus of the Flood Relief Fund for remittance to the affected areas for relief through channels which command the utmost confidence, and the present Directors have personally contributed what they could toward the Relief Fund that has been instituted. But as the areas affected are extensive and the disaster most serious, the Directors are afraid that unless a very large sum of money is subscribed nothing much can be achieved. They therefore most earnestly appeal to the public to give what they can. Donations, which will be duly acknowledged, should be forwarded to the Tung Wah Hospital which will remit them to the affected areas without delay.

The appeal is signed by the following:—

Directors of Tung Wah Hospital.—Ngan Shing-kwan (Chairman), W. N. Thomas Tam (Principal Director), and Chan Lim-pak (Principal Director).

Advisory Board of Tung Wah Hospital.—Shou-son Chow, R. H. Kotewall, Tso Seen-wan, Robert Ho Tung, Li Yau-tsun, Wong Kwong-tin, Li Po-kwai, and Lo Cheung-shiu.

STANDARD TIMES.

Sunrise and Sunset in Colony.

Sunrise and Sunset in Hong Kong for September, 1931, Standard time of the 120th Meridian East of Greenwich) are as follows:—

September	Sunrise a.m.	Sunset p.m.
17	6.11	6.26
18	6.11	6.25
19	6.11	6.24
20	6.11	6.23
21	6.11	6.22
22	6.12	6.21
23	6.12	6.20

EXCHANGES.

TO-DAY'S QUOTATIONS.

On London—	
Bank, wire	11¾
Bank, on demand	11¾
Bank, 4 months' sight	11 13/16
Credits, 4 months' sight	1/- 7/16
Documentar, 4 months' months' sight	1/- 9/16
On Paris—	
On demand	607½
Credits, 4 months' sight	647½
On Berlin—	
On demand	Nom
On New York—	
On demand	23¾
Credits, 60 days' sight	24⅞
On Bombay—	
Wire	66⅛
On demand	66⅛
On Calcutta—	
Wire	66⅛
On demand	66⅛
On Singapore—	
On demand	42⅜
On Manila—	
On demand	47⅛
On Shanghai—	
On demand	Tls.78¾
Dollar	7% dis.
On Yokohama—	
On demand	48⅛
Sovereigns (Bank's buying rate)	1/- ¼-
Silver (per oz.)	13
Bar Silver in Hong Kong	Nom.
Copper Cash	Nominal
Copper Cents	8% pram.
Rate of Native Interest	3½% p.a.
Chinese Sub. Coin	24⅝% dis.
Hong Kong Sub. Coin	Par.

LONDON EXCHANGES

Rugby, Yesterday.

Paris	123.07
New York	4.86 1/32
Brussels	34.85⅛
Geneva	24.90½
Amsterdam	12.04¼
Milan	92.90½
Berlin	20.63½
Stockholm	18.16
Copenhagen	18.18
Oslo	18.18
Vienna	34.60
Prague	164⅛
Helsingfors	193⅛
Madrid	53.87½
Lisbon	110
Athens	375
Bucharest	815½
Rio	2 31/32
Buenos Aires	30
Montevideo	21¼
Bombay	1/5 ¾
Shanghai	1/2 ⅞
Hong Kong	11⅝
Yokohama	2/- 13/32
Silver Spot	13
Silver Forward	13 1/16

—British Wireless Service.

HONG KONG STOCK EXCHANGE.

Opening Daily Official Quotations 17th Sept., 1931.

Next Settlement Day, Monday, 28th Sept., 1931

STOCK	Buyers	Sellers	Sales	Nom.	Fin. year	Last dividend and when paid	
Banks.							
Hong Kong Bank $	2040	...	2045	...	Dec.	Interim £3 at 1/- = $37.50	Aug. 10, 31
Chartered Bank £		...	...	11½	Dec.	Int. 7- Sub to 1/Tax a/c 1931	Sep. — 31
Mercantile Bk., A&B. £	...	...	...	18½	Dec.	Int. 7% a/c 1931 less 1/Tax	Sep. 8, 31
,, C. £	...	...	...	19½			
Bank of Asia $	...	...	...	134	Dec.	$8 for 1930	Feb. 23, 31
Insurances.							
Canton Ins. $	1345	...	...	...	Dec.	Fin. $ section, $10 for 1929 Interim $none 1930 = $10	May 19, 31
Union Ins. $	555	...	...	...	Dec.	Final 10p for 1929 Interim 2/- a/c 1930 = $3	May 29, 31
China Underwriters $	...	...	...	6.20	Dec.	None	...
China Fire Ins. $	...	...	...	600	Dec.	Final $0 bonus $6 and $11 for 1929 Interim $5 a/c 1930 = $35	May 29, 31
H. K. Fire Ins. $	1485	...	...	...	Dec.	Final bonus $10 making $60 for 1929	Mar. 26, 31
Shipping.							
Douglases $	...	...	...	24	Dec.	Last dividend for 1924	...
H. K. Steamboats $	...	...	...	20½	Dec.	$1-50 for 1929 None for 1930	Mar. 6, 30
Indo-China (Pref.) $	...	...	...	40	Dec.	12/- ex. 2/- on preferred for 1924 and 1925	June 19, 29
,, (Def.) $	...	...	...	30		Last dividend for 1921	...
Shells Bearer £/-	...	...	...	35/6	Dec.	Final 1/6 Coupon No. 30 free 12½% a/c 1930	July 6, 31
Union Waterboats $	295	...	...	...	Dec.	$1-50 for 1930	Mar. 31, 31
Mining.							
Benguets $	11½	...	...	...	Dec.	Secnd. Int. on certificates a/c 1931	...
Kailan Mining Ad. £/-	...	...	...	27/6	June	Fin. 4% free 1/Tax C'pon 38 making 8% for year 1929-30	June 30, 31 Dec. 20, 30
Langkats (Single) Tls.	...	...	...	4.95	Oct.	T. 0.50 for year 31-10-29	May 8, 30
S'hai Exploration Tls.	...	...	...	1.65	Dec.	None	...
,, Loans Tls.	...	...	...	4½	Dec.	Final T. 0.45 making T. 0.60 for 1930	Feb. 6, 31
Raubs $	11½	...	...	...	Mar.	Interim 1/- a/c year 31-3-31	Pending
Venezuela Gold Fields $	...	2½	...	...			...
Docks, Wharves, Godowns, &c.							
H. K. & K. Wharves $	104	...	...	...	Dec.	$9 for 1930	Mar. 19, 31
H. K. & W. Docks $	29	...	...	...	Dec.	Last dividend for 1924	...
South Ch. Motors (A) $	...	...	...	10	...	...	...
,, ,, (B) $	...	...	...	10.85	...	...	...
China Providents (old) $	...	6.60	(6)6.00	...	Dec.	10 cents on old (of) cents on new for 1930	April 8, 31
,, (new) $	...	...	3.30	...			
Hongkews Tls.	...	...	...	270	Dec.	Fin. T. 11 mak. T. 14 for 1930	May 4, 31
N. Engineerings Tls.	...	...	...	6.10	Dec.	T. 0.25 for 1930	Mar. 4, 31
Shanghai Docks Tls.	...	...	...	105	Apr.	T. 0 for year 30-4-31	July 31, 8
Lands, Hotels & Buildings.							
H.K. & S. Hls. (old) $	17½	17½	(17.35)(16)				
,, (new) $	16.30	17	16.45	...	Dec.	20 cents for 1930	Apr. 16, 31
H.K. Lands $	90½	...	90½	...	Dec.	Interim 42½% 1931	Aug. 12, 31
Shanghai Lands Tls.	...	...	...	45	Dec.	Interim T. 0.30 a/c 1931	July 30, 31
Humphreys (old) $	22	...	...	...			
,, (new) $	...	...	...	22	Dec.	30 cents for 1930	Feb. 26, 31
H. K. Realties $	...	...	17.40	17.95	...	Dec.	Interim 35 cents a/c 1931	Sept. 1, 31
Chinese Estates $	...	...	...	94	Feb.	$6 for year 29-2-31	July 28, 31
Cotton Mills.							
Ewo Cotton Tls.	16	...	...	...	Dec.	T. 0.75 for 1930	Mar. 19, 31
Shanghai Cotton Tls.	106	...	...	...	(Apr. and Oct.	T. 3-25 for half year 30-4-31	May 27, 31
Zoong Sings Tls.	12½	...	...	...	June	T. 0-80 for year 30-6-30	Oct. 11, 30
Public Utilities.							
H. K. Tramways $	29½	29½	...	...	Dec.	Interim 10 cents a/c 1931	Aug. 25, 31
Peak Trams (old) $	...	...	...	14½	Apr.	50 cts. on old for year	June 15, 31
,, (new) $	6.85	...	...	...			
Star Ferries $	95½	...	...	...	Dec.	$4 for 1930	Feb. 18, 31
Yaumati Ferries $	26½	...	...	...	Dec.	$1.50 for 1930	June 28 31
China Light $	...	...	...	29½	Sept.	Final 50 cts. a/c yr. 30-9-30	Dec. 16, 30
H. K. Electrics $	...	...	82½	...	Dec.	$2.50 for 1930	Mar. 16, 31
Macao ,, $	...	...	...	28	Dec.	...	...
Sandakan Lights $	...	...	...	12	June	None	...
H.K. Tels. fully paid $	...	...	...	14½			
,, part paid $	...	...	36	...	Dec.	Interim 4% a/c 1931	Aug. 4, 31
China Buses Tls.	...	...	...	17.60	Dec.	T. 0.80 for 1930	Feb. 25, 30
S'pore Tractions (Ord.) s/-	...	...	...	3/9			
,, (Pref.) s/-	...	...	...	10/-	Sept.	1/6½ on preference shares subject to income tax	Feb. 6, 31
Industrials.							
China Sugars $	...	...	...	50cts.	...	In Liquidation	...
Malabon Sugars $	...	...	...	39	Dec.	6% less tax 1930	Mar. 4, 31
Cafda Macg. Ord. Tls.	...	...	...	14			
,, Pref. Tls.	...	...	...	10½	Dec.	T. 1 T. 0.50 for 1931	Mar. 2, 31
Canton Ices $	...	...	...	7.90	July	None	...
Cements (com.) $	20.70	20.00	...	...			
,, (old) $	...	...	...	18½	Dec.	30 cents on old (20 cents on new) for 1930	Mar. 16, 31
,, (new) $	...	...	...	6			
H. K. Ropes $	...	...	...	21½	Dec.	75 cents for 1930	Mar. 27, 31
Stores, &c.							
Dairy Farms $	82½	...	...	...	Dec.	$1.50 for 1930	Mar. 18, 31
Watsons $	...	...	...	17.10	Oct.	75 cents for year 30-6-31	Mar. 16, 31
Der A Wings $	...	...	...	1	...	...	...
Lane Crawfords (old) $	...	...	...	8.20	Feb.	Last dividend for year 29-2-30	...
,, (new) $	...	...	...	8	Feb.	$2 for year 29-2-31	Apr. 30, 31
Mackintoshs $	...	...	...	19	...	...	...
Sinceres $	20	...	...	...	Feb.	20 cents for year 29-2-31	June 17, 31
Wm. Powells $	...	...	...	8.00			
Miscellaneous.							
H.K. Amusement (old) $	...	...	...	27	Mar.	$2.50 for year 31-3-30	Sept. 25, 30
,, (new "A") $	23.50	...	...	...			
,, ("B") $	23.50	...	...	...			
C. Entertainment (old) $	16½	...	...	...	...	...	...
,, (new) $	...	...	...	...			
Sou. Ch. Enterprises $	...	...	...	15	...	...	...
H.K. C'tructions (C.R.) $	14½	...	...	11			
,, (Rights) $	...	...	...	2.02½	Dec.	30 cents for 1930	Apr. 22, 31
B. Ind. G.$ Bonds $	79%	...	...	...	...	...	...
H. K. Govt. Loans $	...	...	rem.	6½%	...	Interest half yearly	...

HERBERT SUTCLIFFE SMASHES 1899 RECORD

AGGREGATES 3,006 FOR FIRST TIME IN HIS CAREER

SELECT BAND OF SIXTEEN.

LARWOOD RETURNS SPLENDID BOWLING FIGURES

YORKSHIRE v. REST DRAWN.

London, Yesterday.

Herbert Sutcliffe, the Yorkshire and All-England opening batsman, by averaging 96.96 runs per match in first-class cricket this season, established an English record. The previous record was held by Major Poore, who averaged 91.23 for Hampshire in 1899. Don Bradman, the Australian wonder batsman, returned an average of 98.66 at the conclusion of the last Australian tour in England.

FINAL FIRST-CLASS CRICKET AVERAGES.

Batting.

	Inns.	Runs	H.S.	N.O.	Aver.
Sutcliffe (Yorkshire)	42	3,006	230	11	96.96
Nawab of Pataudi (Oxford)	25	1,454	238*	4	69.23
D. R. Jardine (Surrey)	30	1,104	106*	13	64.94
Rev. J. H. Parsons (Warwick)	27	1,202	190	7	60.10
Hendren (Middlesex)	54	2,548	232	9	56.62
Hobbs (Surrey)	49	2,418	153	6	56.23
K. S. Duleepsinhji (Sussex)	51	2,686	162	2	54.81

* denotes not out.

Bowling.

	O.	M.	R.	W.	Aver.
Larwood (Notts)	651	142	1,553	129	12.03
Verity (Yorkshire)	1,137	356	2,542	188	13.52
Parker (Gloucester)	1,320	386	3,125	219	14.26
C. S. Marriott (Kent)	550	176	1,111	76	14.61
Tate (Sussex)	1,253	398	2,179	141	15.45
Townsend (Derby)	522	144	1,117	72	15.51
Freeman (Kent)	1,618	360	4,307	276	15.60

JARDINE SCORES A CENTURY.

LEYLAND'S BAD LUCK.

Yorkshire Foiled at the Oval.

—BROWN IMPRESSES.

London, Yesterday.

Yorkshire, the Champion County, had to be content with a drawn game against The Rest at the Oval to-day.

Scores as cabled by Reuter were as follow:—

The Rest: 124 (Bowes 4 for 16); 290 for 9 dec. (D. R. Jardine 104).

Yorkshire: 209 (Leyland 96*, F. R. Brown 5 for 44); 56 for one wicket.

Century List.

The following have scored centuries in first-class cricket this season:

The black type indicates County Championship matches:—

Holmes (Yorkshire v. Warwick) 250*
Holmes (Yorkshire v. Notts) 133
Holmes (Yorkshire v. Lancashire) 125
Nawab of Pataudi (Oxford U. v. Cambridge U.) 238*
Nawab of Pataudi (Oxford U. v. Gloucester) 109
Nawab of Pataudi (Oxford U. v. Surrey) 165
Nawab of Pataudi (Oxford U. v. Leveson Gower's XI.) 188
Nawab of Pataudi (Oxford U. v. Surrey) 100
Hendren (Middlesex v. Notts) 232
Hendren (Middlesex v. Northants) 203
Hendren (Middlesex v. Warwick) 189
Hendren (Middlesex v. Sussex) 125*
Hendren (Middlesex v. Gloucester) 117
Hendren (M.C.C. v. Surrey) 107*
Hendren (Middlesex v. Warwick) 100*
Sutcliffe (Yorkshire v. Kent) 230
Sutcliffe (Yorkshire v. Lancashire) 195
Sutcliffe (Yorkshire v. Leicester) 187
Sutcliffe (Yorkshire v. Somerset) 183
Sutcliffe (Yorkshire v. Cambridge U.) 178*
Sutcliffe (Yorkshire v. Warwick) 129
Sutcliffe (Leveson Gower's XI. v. N.Z.) 120
Sutcliffe (Yorkshire v. Middlesex) 120
Sutcliffe (Players v. Gentlemen) 120
SUTCLIFFE (ENGLAND v. NEW ZEALAND) 117
SUTCLIFFE (ENGLAND v. NEW ZEALAND) 109*
Sutcliffe (Yorkshire v. Hampshire) 107
Sutcliffe (Yorkshire v. Surrey) 101*
E. T. Killick (Middlesex v. Warwick) 206
A. T. Ratcliffe (Cambridge U. v. Oxford U.) 201
Parks (H.) (Sussex v. Essex) 200*
Parks (H.) (Sussex v. Somerset) 125
Woolley (Kent v. N.Z.) 224
Woolley (Kent v. Yorkshire) 188
Woolley (Kent v. Northants) 168
Woolley (Kent v. Lancs.) 108
Woolley (Kent v. Warwick) 103*
H. S. Squires (Surrey v. Cambridge U.) 200*
Rev. J. H. Parsons (Warwick v. N.Z.) 100
Rev. J. H. Parsons (Warwick v. Lancashire) 119
Rev. J. H. Parsons (Warwick v. Notts) 106
Rev. J. H. Parsons (Warwick v. Somerset) 106
Gibbons (Worcester v. Middlesex) 183
Gibbons (Worcester v. N.Z.) 118
Gibbons (Worcester v. Northants) 113
Gibbons (Worcester v. Derby) 109
Gibbons (Worcester v. Notts) 110
Gunn, G. (Notts v. Warwick) 183
Gunn, G. (Notts v. Lancashire) 117
Gunn, G. (Notts v. N.Z.) 101
Gunn, V. G. (Notts v. Warwick) 100*
Sandham (Surrey v. Glamorgan) 175
Sandham (Surrey v. Middlesex) 137*
Sandham (S.A. Touring XI. v. The Rest) 136
Sandham (Surrey v. Somerset) 131
Sandham (Players v. Gentlemen) 118
Sandham (Surrey v. Leicester) 115
Sandham (Surrey v. Hampshire) 113*
Sandham (Surrey v. Derby) 107
Sandham (Surrey v. Glamorgan) 100*
Lee (Derbyshire v. Northants) 173
Lee (Derbyshire v. Essex) 147
Lee (Derbyshire v. Northants) 141*
Ames (Kent v. M.C.C.) 172
AMES (ENGLAND v. NEW ZEALAND) 137
Ames (Kent v. N.Z.) 115
Ames (Kent v. Sussex) 112
G. T. S. Stevens (Middlesex v. Warwick) 170*
G. T. S. Stevens (Middlesex v. Warwick) 117
G. T. S. Stevens (Middlesex v. Worcester) 115
Hammond (Gloucester v. Sussex) 168*
Hammond (Gloucester v. Glamorgan) 156
Hammond (Gloucester v. Notts) 103
Hammond (Gloucester v. Northants) 102
HAMMOND (ENGLAND v. NEW ZEALAND) 100*
Hammond (Gloucester v. Worcester) 100
Shepherd (Surrey v. Essex) 167*
Shepherd (Surrey v. Warwick) 140
Hopwood (Lancashire v. Surrey) 165*
Hopwood (Lancashire v. Warwick) 126
Sinfield (Gloucester v. Oxford U.) 161*
Langridge, J. (Sussex v. Glamorgan) 161
Walters (Worcester v. Northants) 153
Dacre (Gloucester v. Northants) 165
Dacre (Gloucester v. Warwick) 119*
Dacre (Gloucester v. Hampshire) 101
Dacre (Gloucester v. Lancs.) 100
K. S. Duleepsinhji (Sussex v. Worcester) 161*
K. S. Duleepsinhji (Sussex v. Worcester) 161*
K. S. Duleepsinhji (Sussex v. Essex) 133
K. S. Duleepsinhji (Sussex v. Kent) 127
K. S. Duleepsinhji (Sussex v. Hampshire) 127
K. S. Duleepsinhji (Sussex v. Surrey) 162
K. S. Duleepsinhji (Sussex v. Essex) 140
K. S. Duleepsinhji (Sussex v. Leicester) 112
K. S. Duleepsinhji (Sussex v. Northants) 112
K. S. Duleepsinhji (Sussex v. Middlesex) 103
K. S. Duleepsinhji (Sussex v. Notts) 109
K. S. Duleepsinhji (Sussex v. N.Z.) 108
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Mead (Hampshire v. Surrey) 169*
Mead (Hampshire v. Northants) 106*
Mead (Hampshire v. Sussex) 106*
R. E. S. Wyatt (Warwick v. Northants) 161*
R. E. S. Wyatt (Warwick v. Somerset) 124
R. E. S. Wyatt (Warwick v. Surrey) 100
Croom (Warwick v. Notts) 159
Croom (Warwick v. Kent) 109
Croom (Warwick v. Northants) 105
Croom (Warwick v. Glamorgan) 103*
Croom (Warwick v. Derby) 103
Croom (Warwick v. Lancashire) 102*
Derby (Leicester v. Northants) 156
C. G. Case (Somerset v. Hants) 131
Iddon (Lancashire v. Kent) 153
Iddon (Lancashire v. Middlesex) 137
Hearne (Middlesex v. Leicester) 152*
Hearne (Middlesex v. Glamorgan) 101
Hearne (Middlesex v. Glamorgan) 101*
Pearce (Essex v. Lancashire) 152
Timms (Northants v. Derbyshire) 147
Timms (Northants v. Hants) 131*
Hobbs (Leveson Gower's XI. v. N.Z.) 158
Hobbs (Surrey v. Warwick) 147
Hobbs (Players v. Gentlemen) 144
Hobbs (Surrey v. Yorkshire) 133*
Hobbs (Surrey v. Somerset) 128
Hobbs (Surrey v. Sussex) 117
Hobbs (Players v. Gentlemen) 110
Hobbs (Surrey v. Glamorgan) 106
Hobbs (Surrey v. Derby) 105
Hobbs (Surrey v. Somerset) 101
Lee (Middlesex v. Worcester) 134*
Lee (Middlesex v. Glamorgan) 107
M. J. Turnbull (Glamorgan v. Essex) 144
M. J. Turnbull (Glamorgan v. Gloucester) 128
Bowley (Sussex v. Surrey) 144
Bowley (Sussex v. Essex) 137
Bowley (Sussex v. Lancs.) 105
Bowley (Sussex v. Gloucester) 103
Bowley (Sussex v. Kent) 102
Tyldesley (E.) (Lancashire v. Warwick) 144
Tyldesley (E.) (Lancs. v. Kent) 120
Tyldesley (E.) (Lancashire v. Gloucester) 127
Tyldesley (E.) (Lancashire v. Essex) 116
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A. W. Carr (Notts v. Northants) 140
A. W. Carr (Notts v. Worcester) 127
A. W. Carr (Notts v. Middlesex) 102
P. G. H. Fender (Surrey v. Somerset) 139*
P. G. H. Fender (Surrey v. Derby) 100*
B. W. Hone (Oxford U. v. Leicester) 137
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Bakewell (Northants v. Glamorgan) 113
Bakewell (Northants v. Middlesex) 105
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Mitchell (Yorkshire v. Hampshire) 119*
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Staples, A. (Notts v. Somerset) 113
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Keeton (Notts v. Essex) 100*
C. T. Bray (Essex v. N.Z.) 129
C. T. Bray (Essex v. Glamorgan) 122
C. T. Bray (Essex v. Northants) 100
Eastman (Essex v. Glamorgan) 129
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Arnold (Hampshire v. Northants) 128*
Arnold (Hants v. Gloucester) 111
Arnold (Hants v. Northants) 100
V. W. C. Jupp (Northants v. Hampshire) 128
V. W. C. Jupp (Northants v. Hants) 101*
Hardinge (Kent v. Essex) 128
Hardinge (Kent v. Lancashire) 111
G. D. Kemp Welch (Cambridge U. v. Leveson Gower's XI.) 126
G. D. Kemp Welch (Cambridge U. v. N.Z.) 102*
G. D. Kemp Welch (Cambridge U. v. Middlesex) 101
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Walker (Notts v. Somerset) 125
Walker (Notts v. Northants) 102*
Walker (Notts v. Glamorgan) 100*
Ducat (Surrey v. Warwick) 125
Leyland (Yorkshire v. Surrey) 121
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G. O. ALLEN (ENGLAND v. ZEALAND) 122
Smith (Gloucester v. Glamorgan) 122
O'Connor (Essex v. Lancashire) 122
O'Connor (Essex v. Northants) 118*
O'Connor (Essex v. Leicester) 108
O'Connor (Essex v. Kent) 100
O'Connor (Essex v. N.Z.) 129
Ashdown (Kent v. Middlesex) 121
Ashdown (Kent v. Middlesex) 103
Shipman (Leicester v. Middlesex) 120
Block (Surrey v. Leicester) 117
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Astill (Leicester v. Warwick) 115
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Hallows (Lancs. v. Gloucester) 100
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Lee (J.) (Somerset v. Northants) 113
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Cook (Sussex v. Glamorgan) 103*
Cook (Sussex v. Gloucester) 101*
C. A. Fiddian Green (Worcester v. Essex) 108
Qualfe, B. W. (Worcester v. Middlesex) 107
D. R. Jardine (M.C.C. v. Cambridge U.) 100*
D. R. Jardine (The Rest v. Yorkshire) 104
Bates (Warwick v. Notts) 105
Bailey (Hampshire v. Notts) 104
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F. J. Seabrook (Gloucester v. Glamorgan) 103
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E. F. Longrigg (Somerset v. Yorkshire) 100
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Paynter (Lancashire v. Warwick) 100
J. C. White (Somerset v. Notts) 100
Ward (Leveson Gower's XI. v. Oxford U.) 100
F. R. Brown (Cambridge U. v. Leveson Gower's XI.) 100*

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C. S. Dempster (N.Z. v. Sussex) 167
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C. S. DEMPSTER (NEW ZEALAND v. ENGLAND) 120
C. S. Dempster (N.Z. v. Hampshire) 106*
C. S. Dempster (N.Z. v. Cambridge U.) 101*
J. E. Mills (N.Z. v. Kent) 163
J. E. Mills (N.Z. v. Minor Counties) 150
J. E. Mills (N.Z. v. Glamorgan) 137
H. G. Vivian (N.Z. v. Oxford U.) 155
H. G. Vivian (N.Z. v. Yorkshire) 101
T. C. Lowry (N.Z. v. Essex) 129
T. C. Lowry (N.Z. v. M.C.C.) 101*
R. C. Blunt (N.Z. v. Gentlemen of England) 225*
R. C. Blunt (N.Z. v. Leveson Gower's XI.) 127
R. C. Blunt (N.Z. v. Cambridge U.) 120
M. L. Page (N.Z. v. An England XI.) 132
M. L. Page (N.Z. v. Oxford U.) 113
M. L. PAGE (NEW ZEALAND v. ENGLAND) 101
M. L. Page (N.Z. v. Leicester) 103*
I. R. Cromb (N.Z. v. Durham) 105
G. L. Weir (N.Z. v. Lancashire) 101
G. L. Weir (N.Z. v. Glamorgan) 100*

* denotes not out.
† scored in his benefit match.
¶ A Century scored in each innings.

Bowling Honours.

The following have taken ten or more wickets in a County Championship match:—

Parker (Gloucester v. Notts) 15 for 113
Parker (Gloucester v. Derby) 14 for 91
Parker (Gloucester v. Leicester) 11 for 108
Parker (Gloucester v. Surrey) 11 for 153
Parker (Gloucester v. Worcester) 11 for 179
Parker (Gloucester v. Worcester) 10 for 83
Parker (Gloucester v. Middlesex) 10 for 180
Freeman (Kent v. Oxford U.) 13 for 184
Freeman (Kent v. Somerset) 15 for 94
Freeman (Kent v. Essex) 15 for 142
Freeman (Kent v. Leicester) 15 for 144
Freeman (Kent v. Northants) 12 for 94
Freeman (Kent v. Middlesex) 11 for 102
Freeman (Kent v. Lancs.) 10 for 79
Freeman (Kent v. Somerset) 10 for 115
Freeman (Kent v. Leicester) 10 for 121
Kennedy (Hampshire v. Leicester) 13 for 55
Mercer (Glamorgan v. Warwick) 12 for 80
Tyldesley (E.) (Lancashire v. Somerset) 13 for 152
Tyldesley (R.) (Lancs. v. Worcester) 11 for 59
Tyldesley (R.) (Lancs. v. Glamorgan) 11 for 115
I. A. R. Peebles (Middlesex v. Essex) 11 for 124
I. A. R. Peebles (Middlesex v. Glamorgan) 11 for 130
I. A. R. Peebles (Middlesex v. Somerset) 10 for 107
Verity (Yorkshire v. Glamorgan) 14 for 54
Verity (Yorkshire v. Sussex) 13 for 145
*Verity (Yorkshire v. Warwick) 10 for 36
Bowes (Yorks. v. Middlesex) 11 for 102
Bowes (Yorkshire v. Surrey) 10 for 125
Bowes (Yorks. v. Hampshire) 10 for 132
Root (Worcester v. Leicester) 13 for 98
Root (Worcester v. Essex) 10 for 132
Mitchell (Derby v. Sussex) 12 for 30
Wensley (Sussex v. Derby) 12 for 95
Tate (Sussex v. Northants) 12 for 58
Ryan (Glamorgan v. Worcester) 11 for 99
Geary (Leicester v. Kent) 11 for 122
Townsend (Derby v. Lancs.) 10 for 83
H. T. O. Smith (Essex v. Northants) 11 for 134
Macaulay (Yorkshire v. Oxford U.) 10 for 74
Paine (Warwick v. Cambridge U.) 11 for 84

* wickets taken in a single innings.

Scoring Records.

The following are the highest and lowest scores compiled in the County Championship to date.

Highest scores

621 for 9 dec.—Middlesex v. Notts at Trent Bridge.
579 for 4 dec.—Surrey v. Somerset at the Oval.
549 for 9 dec.—Sussex v. New Zealand at Brighton.
541 —Gloucester v. Glamorgan at Cardiff.
521 for 7 dec.—Notts v. Warwick at Edgbaston, Birmingham.
511 for 8 dec.—Warwick v. Notts at Edgbaston, Birmingham.
503 for 4 dec.—Surrey v. Warwickshire at the Oval.
503 for 4 dec.—Cambridge U. v. Leveson Gower's XI. at Eastbourne.
488 —New Zealand v. Oxford U. at Oxford.
487 —Lancashire v. New Zealand at Liverpool.
486 for 9 dec.—Kent v. Oxford U. at Oxford.
486 for 9 dec.—Surrey v. Cambridge U. at the Oval.
484 for 7 dec.—Yorkshire v. Lancashire at Sheffield.
483 for 7 dec.—Oxford U. v. Leveson Gower's XI. at Eastbourne.
477 —Sussex v. Essex at Brighton.
476 for 5 dec.—Surrey v. Glamorgan at the Oval.
473 —Warwick v. Somerset at Taunton.
470 for 7 dec.—Sussex v. Surrey at the Oval.
470 for 7 dec.—Sussex v. Glamorganshire at Cardiff.
469 for 9 dec.—NEW ZEALAND v. ENGLAND AT LORD'S.
468 for 8 dec.—Yorkshire v. Warwick at Edgbaston, Birmingham.
467 for 9 dec.—Yorkshire v. Kent at Folkestone.
454 —ENGLAND v. NEW ZEALAND AT LORD'S.
453 for 9 dec.—Gloucester v. Northants at Kettering.
453 for 8 dec.—Oxford U. v. Cambridge U. at Lord's.

Lowest scores

31—Somerset v. Gloucester at Bristol (Fry's Ground).
38—M.C.C. v. New Zealand at Lord's.
52—Leicester v. Hampshire at Bournemouth.
54—Hampshire v. Essex at Southampton.
58—Notts v. Essex at Southend.
59—Essex v. Lancs. at Liverpool.
59—Northants v. Glamorgan at Cambridge.
61—Gloucestershire v. Lancashire at Manchester.
61—Surrey v. Yorkshire at Bradford.
62—Somerset v. Notts at Bath.
62—Glamorgan v. Yorkshire at Swansea.
63—M.C.C. v. Oxford U. at Lord's.
65—Derbyshire v. Lancashire at Blackpool.
66—Lancashire v. Derbyshire at Blackpool.
66—Norfolk v. New Zealand at Norwich.
67—Sussex v. Derbyshire at Chesterfield.
68—Hampshire v. Notts at Trent Bridge.
68—Worcestershire v. Leicestershire at Leicester.
69—Worcester v. Essex at Leyton.
69—Hampshire v. Essex at Colchester.
69—Essex v. Hampshire at Colchester.
69—New Zealand v. Hampshire at Bournemouth.

SUNDAY'S LAWN BOWLS.

SPEY ROYAL CUP.

The following are the teams for the Recreio-Craigengower match in the Spey Royal Cup competition on Sunday at 3.30 p.m. on the K.C.C. green:—

Recreio.	Craigengower.
C. E. Marques	G. L. Buchanan
L. C. R. Souza	R. Basa
C. G. Silva	E. L. Arculli
R. F. Luz	U. M. Omar
(Skip)	(Skip)

GgolF.

(Continued from Page 4.)

will be all the stronger when it is established. At New Zealand the back tees are painted black and gold in token of the circumstance that they are the "tigers'" tees. They express the glory of meeting someone worse than oneself, and electing to leap from these lairs in pursuit of the tame creature on the middle tees.

It can be said in favour of the scheme, too, that it lends itself admirably to the adaptation of the course to conditions of weather.

Very often in the Winter, when the ground is thick with mud, the forward tees would satisfy almost anybody. In a drought of Summer-time the back tees would suit nearly everybody. And in other circumstances the middle tees would provide just the desired happy medium. The tees to be used could be prescribed each morning, except in instances where they were to be employed as the basis of handicapping.

It is a pity that the clubs which sponsored this system have been so exclusive as not to promulgate it, writes Harry Vardon in the Sports Dispatch. Each of them might have put a representative team of amateurs into the field against a company of selected professionals, the latter to drive from the back tees and the amateurs from the middle tees.

The distance factor would make the handicap much more interesting than the allowance of two holes, which professionals are usually held capable of making in such matches; for it seems to me that they win in the drives and iron shots rather than in the short game. They would have more to do than if they were merely conceding a start of two holes, which could be wiped off very quickly by the consciousness of their own strength.

Oppressed Receivers.

There can be no doubt as to the anomalies of the present system of giving and receiving strokes. There has been sufficient comment, in all conscience, on the fact that the inferior player is allowed only three-fourths of the difference between his handicap and that of his rival. But why is he compelled to take them at certain holes dictated by the card of the course?

He might at least be allowed to say, before the match started, where he intended to use his strokes. He has a right to take into account the question as to where they might be most helpful. Frequently it happens, under the prevailing conditions, that some of his strokes are valueless.

Similarly, I remember one of our club bogey competitions which would have been won by a player if he had received only four strokes instead of five. The latter allowance gave him several strokes at holes where they were not needed. With four, he would have secured more holes, and finished first instead of second. That is how the situation often shapes itself in matches.

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HONG KONG.

The China Mail

Hong Kong, Thursday, Sept. 17, 1931.

"Hands Off."

No man outside the counsels of high officialdom knoweth yet the nature or the extent or the effect of the work of the Retrenchment Committee. For a time Dame Rumour was displaying a wonderful amount of vitality, focusing her lorgnette first on this Department, and then on that Department; singling out so many here and so many there for the application of the dreaded axe. In time Dame Rumour became jaded and bored for lack of an appreciative audience, and she has observed a discreet silence ever since. The forthcoming introduction of the Budget, together with the Estimates for 1932, may be anticipated with considerable speculation as to how far the policy of retrenchment is intended to be pursued. The opportunity should be an ideal one for the Government spokesman to make an official statement not alone in the general public interest but for the enlightenment of the various Departments whose personnel may be involved.

Outside official circles, it is generally agreed that the meddling hands must be kept off the Police and Sanitary Departments as affecting protection and health. The efficiency of the Police Force has for long been the pride of its own personnel and the admiration of the entire community. Circumstances, tragic and otherwise, have from time to time exposed certain weaknesses, which the public have looked to the higher authorities to adjust. The responsibilities of the Force are tremendous — more tremendous than anyone not behind the scenes can imagine—but these cannot be discharged to the uttermost degree if the Inspector-General is to be starved of the requisite number of Britons in both the senior and the lower ranks, all of whom must be encouraged and stimulated in their work. Sickness and Home leave at times make the margin of safety, as regards statutory strength, perilously near the safety line; and this factor must be considered in any scheme for retrenchment threatening the Police Department.

Considerations not altogether dissimilar must be brought to bear on the Sanitary Department—and, indeed, the whole medical and sanitary services. The finest gem in the Empire's overseas Possessions is not worth being claimed as an asset—if it is either a white or a yellow, a brown or a black, man's grave. The spectres of tuberculosis and malaria still stalk through the Colony, with appalling statistics of mortality not appreciably diminishing. Smallpox epidemics have been too frequent in the very recent past. Other virulent diseases, such as cholera and plague, may easily be introduced surreptitiously and assume epidemic form before the health authorities have time to cope with them. Already each Sanitary Inspector has the oversight of a population equal to that of the whole of a smaller town at Home; but here he has to contend with the ignorance, indifference, and callousness of an Oriental race, who cannot and will not be taught the ethics of hygiene and sanitation in a day, a week, or a month. Hence is it vital to the welfare of the whole Colony that the meddling hands must be kept off the Medical and Sanitary Services by those ultimately responsible for the approval of any scheme of retrenchment.

At any time Canton may be in the throes of another upheaval, causing a wholesale exodus to Hong Kong. Then will the work of the Police Department and the Sanitary Department be doubled, if not trebled, with the same numerical strength as in normal times. This is but another powerful argument against the application of the retrenchment axe to either of these two Departments. To ignore it might be most disastrous to this Colony!

NEWS IN ADVTS.

A lot of Crown land in Tai Kok Tsui is to be auctioned at the P.W.D. on Monday next. Details on page 8.

News in Brief.

The lowest open air temperature yesterday was 81 degrees. The humidity was 75 at 10 a.m. and 78 at 4 p.m.

Tokyo and vicinity were rocked by a severe earthquake at 9.45 last night. Hitherto no damage has been reported, says a Reuter message.

Mention of the railway speed record at Home on Monday, mentioned in a cablegram on page 12, reminds us that to-day is the anniversary of the opening of the London and Birmingham Railway in 1838.

The 1st Kowloon (St. Andrew's) Group of Boy Scouts are giving an "At Home" and display of Scoutcraft in the St. Andrew's Church grounds on Saturday at 2.30 p.m., to mark their eleventh anniversary in the great Brotherhood. All parents and friends are welcome.

It is of interest to note that the silent version of the talkie "Body and Soul" starring Charles Farrell and Elissa Landi to be shown in the King's Theatre from Saturday, was shown in the Queen's Theatre on April 14, 1925. The starring players were Stuart Holmes and Alice Lake.

Personal Pars.

Mr. Matsudaira has been ordered to return to Japan from London prior to heading the Japanese delegation to the Disarmament Conference. He is expected to leave for Japan shortly, via Siberia, says a Reuter message from Tokyo.

Weather permitting, Col. and Mrs. Lindbergh will hop off from Osaka to-day (Thursday) for Fukuoka, where they will stay overnight, before flying direct to Nanking, says a Reuter message.

Mr. George Herbert Kingswell, one of the founders of the Sunday Times (Johannesburg), died at his home, Milford House, Cape Town, on June 22. He was 63 years of age and hailed from New Zealand. Mr. Kingswell had edited journals in the mining districts of Australia, started a small daily in Shanghai, tried his luck in Fleet Street, been a war correspondent in the Russo-Japanese War, and roamed over a large part of the world. Shortly after the Boer War he arrived at Cape Town and acquired a weekly satirical paper known as the Owl. Subsequently he went to Johannesburg and 21 years ago formed the syndicate which launched the Sunday Times.

BRITISH NAVY.

(*Continued from Page 1.*)

and other members of the Board.

Admiral Colvin explained the precise position at Invergordon, and a statement may be issued later.

First Lord's Statement.

In the House of Commons this evening, Sir Austen Chamberlain stated that the Atlantic fleet ships had been ordered to proceed to their home ports forthwith, where the Commanders-in-Chief and the Admiralty will investigate the classes of cases alleged involving hardship. The Government has authorised the Admiralty to propose alleviatory measures.

The announcement was greeted with prolonged Labour cheers and Ministerialist taunts.

At the conclusion of the reply Sir Austen was subjected to a volley of questions, into which Mr. Ramsay MacDonald was drawn.

Sir Austen Chamberlain declined to accept a suggestion that the men were not enabled to represent their own cases adequately. He thought Parliamentary authorisation was unnecessary with regard to any adjustments which might be desirable.

From the First Lord, Mr. Alexander, an enquiry by Mr. MacDonald if the revision would now happen over all cuts, evoked the reply that the general rule applied in block cuts by all departments had been that the burden of adjusting such savings was a matter for the department's own internal arrangement.

Adjournment of House Refused.

The Speaker refused an application for leave to adjourn the House to discuss the abandonment of the fleet exercises, and further Labour attempts to keep the discussion going failed.

Normal Routine.

Reports from Invergordon state that all the ships are lying at their customary anchorages and moorings in Cromarty Firth. Drills and duties comprising the daily programme of ships in harbour are being carried out as usual, also routine shore duties such as the collection of mails and stores. No libertymen (ratings who are granted shore leave), however, are allowed to leave the ships.

The number of ships involved is sixteen, including the Hood, the flagship, and the monster battleships Nelson and Rodney.

At Chatham.

Conditions at the Chatham depot are normal. The sailors are allowed the usual leave, and there is no sign of dissatisfaction or trouble. The newspapers with details from Invergordon are being read most eagerly, and the news is evidently causing considerable surprise in naval circles.

At Portsmouth.

Everything is normal at Portsmouth also, leave being granted as usual, but there is considerable dissatisfaction among the lower ratings.

Principal Grievance.

At Invergordon the greatest grievance is in connection with the cut in separation allowances. It is alleged that the result is that an Able Seaman's wife will get 13 instead of 26 shillings a week.

The Evening News says that protests against the cuts were made at sailors' meetings at Invergordon, and the ratings refused duty yesterday after the usual morning task of cleaning ship, instead of obeying the signal to weigh anchor, they gave three cheers for the King and sat astride the anchor cables. This happened on all the ships. The men then settled down to entertainments.

This conduct was repeated today. Meanwhile the stokers ceased raising steam, and all work has been suspended pending the Admiralty decision, which was expected later in the day.

Situation Not Serious.

An officer arriving from Invergordon, interviewed by Reuter, said:

"The situation is not serious, but is unprecendented as occurring in the British Navy. The proposed cuts are heavier than for any other Services or the Civil Service, amounting in many cases to 25 per cent. while no other class has been asked to accept cuts of more than 15 per cent. All the men are making their protest in a good-humoured way, which is typical of the Navy. Such action, though unprecedented, is the only way the men can express their feelings. Between the officers and men the feeling is very good, and meanwhile discipline is being maintained."—Reuter.

Mr. L. J. NORONHA.

Funeral of a Young Portuguese.

Mr. L. J. Noronha whose death occurred at the Government Civil Hospital following an accidental fall from the verandah of his flat in Wanchai Road, was buried at the Roman Catholic cemetery, Happy Valley, yesterday afternoon.

The Rev. Fr. D. Page, Rector of the St. Margaret Mary Church, Happy Valley, officiated at the graveside, and there was a large attendance of friends. The chief mourner was the deceased's brother, Mr. F. J. Noronha.

Wreaths were sent by the sorrowing wife and children; mother; brother and sister-in-law; sister and brother-in-law, other relatives, Gibb, Livingston & Co., Ltd., and the staff of the Hong Kong Electric Co.

MISS B. D'ALMADA.

Funeral at Roman Catholic Cemetery.

The remains of Miss Bruna d'Almada e Castro, who was drowned whilst swimming at Island Bay, Shek-O, on Tuesday afternoon, were buried at the Roman Catholic cemetery, Happy Valley, last evening, the Rt. Rev. Bishop H. Valtorta officiating.

The chief mourners were Mr. F. X. d'Almada e Castro, sen. (father), and Mr. F. X. d'Almada e Castro, jun. (brother).

Other relatives present were Mr. Leo d'Almada e Castro, sen., Mr. Leo d'Almada e Castro, jun., Mr. C. d'Almada e Castro, Mr. J. T. d'Almada e Castro, Mr. R. d'Almada e Castro, and Mr. J. M. d'Almada Remedios.

Among the many friends of the family who attended to pay their last tributes were several members of the legal profession.

Floral tributes were sent by "Sorrowing Parents," "Sorrowing Brother Sonnie," staff of Messrs. d'Almada and Mason, and many others.

CORRESPONDENCE.

SEIZURE OF RIFLES.

[To the Editor of "China Mail."]

Sir,—In your latest issue a paragraph appears, dealing with three rifles which were discovered at our North Point Installation. The report says that they were discovered by the Police in the quarters vacated by a European ex-employee who had sailed for Home. In actual fact they were found by our Installation Manager and the ex-employee has not sailed for Home although he has left the Colony. These are comparatively unimportant points, but the account contains another erroneous statement which we suggest you may wish to correct. The statement is that the head storekeeper concerned had been dismissed: in actual fact he resigned from our service. We do not know from what source you obtained your information as to the reason for the man's leaving our service, but as far as we can trace it was not furnished by any member of our staff.

Your, etc.,

D. G. BRUCE,

For The Asiatic Petroleum Co., (S.C.) Ltd.

Hong Kong, September 17.

[The statement, now corrected, was made in the Central Magistracy during the hearing in the application for the confiscation of the rifles.—Ed. *C.M.*]

PLEASE—DON'T SPIT.

[To the Editor of "China Mail."]

Sir,—If the sanitary authorities do not commence an intensive campaign against this dreadful spitting habit, on which you forcibly and ably commented yesterday, they deserve to be drummed out of office. By their inaction they appear almost to subscribe to the common postal error "Hong Kong, China." Of the thousands of Chinese here, how many are Hong Kong-born? How many have taken, or are willing to take, the oath to the British Crown and Constitution? The authorities must legislate for the whole Colony. It is their bounden duty to leave no stone unturned to protect, by all means possible, coaxing and coercive, the health of all. Let this be done!

Yours, etc.,

LUNG POWER.

Hong Kong, September 17.

SPAIN NOW 'WORKERS' REPUBLIC'

Constitution Altered

BARE MAJORITY.

Madrid, Yesterday.

Spain has been declared as a "Workers' Republic" by an amendment of the first Article of Constitution which was passed by the Chamber, by 170 votes to 152. A bare majority of 18.—Reuter.

To-day's Thought.

"I believe that the broadcasting of news will simply serve to increase the demand for newspapers. You may broadcast an event as much as your care, but there will always remain that indefinable human desire to see it in print, to see it amplified, explained, illustrated. People like to hear what is going on in the world, but they want to believe it, too, and no amount of ethereal asseveration will prevent them from looking into a newspaper to see it set out in legible type.—R. D. Blumenfeld, Chairman, Daily Express.

Ten Years Ago.

[From the "China Mail" of September 17, 1921.]

To-day's dollar is worth 2/8⅞.

The Roman Catholic Cathedral, prettily decorated for the occasion, was the scene of an interesting wedding this morning when the Rev. Fr. Bianchi married Mr. A. A. d'Azevedo of No. 12, Bellios Terrace, Robinson Road, to Miss Lucilla Maria da Luz, of No. 2, Peace Avenue, Homantin.

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S.S. MONCALIERI (cargo boat)	Sept. 21	Oct. 25
S.S. CRACOVIA (passengerboat)	Sept. 22	Oct. 4
S.S. CARIGNANO (Cargo boat)	Oct. 19	Nov. 22
*S.S. PIESNA (passenger boat)	Oct. 20	Nov. 1
S.S. GANGE (passenger boat)	Nov. 10	Nov. 28

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HIKAWA MARU ..... Tuesday, 6th October.

LONDON, MARSEILLES, ANTWERP & ROTTERDAM via Singapore, Penang, Colombo & Suez.
TERUKUNI MARU ..... Saturday, 19th September.
HAKUSAN MARU ..... Saturday, 3rd October.

SYDNEY & MELBOURNE via Manila & Ports.
ATSUTA MARU ..... Saturday, 26th September.
KAMO MARU ..... Saturday, 24th October.

BOMBAY via Singapore, Penang, & Colombo.
† TOKIWA MARU ..... Sunday, 27th September.
TANGO MARU ..... Tuesday, 13th October.

SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles, Mexico and Panama.
RAKUYO MARU ..... Thursday, 15th October.

NEW YORK, BOSTON via Panama.
† TOBA MARU ..... Tuesday, 29th September.

LIVERPOOL via Port Said, Stamboul (Constantinople), Genoa & Marseilles.
† LIMA MARU ..... Sunday, 11th October.

CALCUTTA via Singapore, Penang & Rangoon.
† PENANG MARU ..... Tuesday, 29th September.
† HAKODATE MARU ..... Thursday, 8th October.

SHANGHAI, KOBE & YOKOHAMA.
KATORI MARU ..... Saturday, 19th September.
† TOYOOKA MARU ..... Wednesday, 23rd September.
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MOMBASA, ZANZIBAR, DAR-ES-SALAAM, BEIRA, LOURENCO MARQUES, DURBAN, PORT ELIZABETH & CAPETOWN THENCE TO RIO DE JANEIRO, SANTOS & BUENOS AIRES via Singapore & Colombo	Arizona Maru	Wed.,	7th Oct.
BRISBANE, SYDNEY, MELBOURNE, AUCKLAND & WELLINGTON via Manila.	Brisbane Maru	Tues.,	6th Oct.
JAPAN PORTS (Frequent Services).	Himalaya Maru	Sun.,	27th Sept.
LONDON, HAMBURG, ROTTERDAM & ANTWERP via Singapore, Colombo, Suez & Port Said.	Alaska Maru	Sun.,	11th Oct.
NEW YORK via Japan ports, Los Angeles & Panama. Call Direct at Boston, Philadelphia & Baltimore.	Hokuroku Maru	Tues.,	6th Oct.
BOMBAY via Singapore, Belawan Deli & Colombo.	Hague Maru	Sat.,	19th Sept.
CALCUTTA via Singapore, Penang & Rangoon.	Burma Maru	Fri.,	18th Sept.
HAIPHONG via Holbow & Pakhoi (Fortnightly).	Menado Maru	Thurs.,	1st Oct.
KEELUNG via Swatow & Amoy (3 p.m. every Sunday).	Canton Maru	Sun.,	27th Sept.
JAPAN PORTS via Keelung & Shanghai	Tacoma Maru	Mon.,	21st Sept.
TAKAO via Swatow & Amoy (Fortnightly)	Dell Maru	Thurs.,	24th Sept.

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Shipping Intelligence.

WATER LEVELS.

Details for West, North and East Rivers.

The following table, issued by the Kwangtung River Conservancy Commission, shows in feet the water levels on the West River, North River and East River on the dates named:—

	Sept. 14	Sept. 15
West River at Shiuhing	10.8	12.3
North River at Samshui	12.4	10.6
North River at Tsingyuen	9.1	10.0
East River at Sheklung	11.0	11.0

The highest levels recorded are:—Shiuhing, 41 feet; Tsingyuen, 29.2 feet; Samshui, 27.3 feet; Sheklung, 11.5 feet.

The lowest levels on record are minus 5 feet at Samshui and minus 2.7 feet at Sheklung.

ARRIVALS OF SHIPS.

Tuesday, September 15.

Cheongshing, British str., 1,256 tons; Captain D. G. Burleigh, from Chefoo, buoy No. B2.—J. M. & Co.

Wing Wo, Portuguese str., 495 tons, Capt. I. D. de Lemos, K. C. Wan, buoy No. C1.—Wo Hop & Co.

Wednesday, September 16.

Definance, American str., 4,826 tons, Captain H. E. Sanders, from Manila, Stonecutters Anchorage.—L. Everett, Inc.

Garbeta, British str., 3,207 tons, Capt. T. Toresen, from Shanghai, buoy No. A1.—M. M. & Co.

Haiyang, British str., 1,363 tons, Captain Erwin, from Swatow, Douglas Wharf.—Douglas S.S. Co.

Hong Hwa, British str., 1,924 tons, Capt. C. Cowan, from Swatow, buoy No. A15.—Ho Thong & Co.

Hozan Maru, Japanese str., 1,383 tons, Capt. H. Oyama, from Swatow, O.S.K. Wharf.—O.S.K.

Hydrangea, British str., 561 tons, Captain P. W. Grierson, from Swatow, Chiu On Wharf.—Chiu On S.S. Co.

Kahoku Maru, Japanese str., 1,875 tons, Capt. M. Yamada, from Swatow, buoy No. B10.—D.K.K.

Malacca Maru, Japanese str., 3,211 tons, Capt. C. Ishida, from Singapore, Kowloon Wharf.—N.Y.K.

Shangtung, British str., 1,568 tons, Capt. J. K. Clark, from Swatow, buoy No. B20.—B. & S.

Tecumseh, British str., 4,247 tons, Capt. C. Johnston, from Bombay, Laichikok Anchorage.—Standard Oil Co.

Yatshing, British str., 1,424 tons, Capt. Alexandre, from Swatow, West Point Wharf.—J. M. & Co.

Yingchow, British str., 1,216 tons, Capt. J. R. Nisbet, from Amoy, buoy No. B15.—B. & S.

HONG KONG TIDES.

The time used is Standard, or mean time of the meridian of 120 deg. E.; 00h. is midnight, 12hrs. is noon. The heights are referred to the datum of the largest scale Admiralty chart of the place and should be *added* to the depths given on the chart unless preceded by an asterisk (*), when they should be *subtracted* from the depths.

September 17 to 28, 1931.

Date	High Water Standard Times	Ht	Low Water Standard Times	Ht.
Sept.	H. M.	F.	H. M.	F.
Thurs 17	0 10	6.5	06 46	1.9
	13 30	5.0	18 8	3.4
Fri. 18	0 48	6.7	03 1[illegible]	2.0
	14 04	4.4	18 51	3.4
Sat. 19	01 24	6.7	03 41	2.0
	—	—	—	—
Sun. 20	02 20	6.5	11 40	1.8
	—	—	—	—
Mon. 21	03 38	4	12 35	1.6
	2 50	4.8	22 48	4.5
Tues 22	05 20	5.6	—	—
	20 59	5.0	13 26	1.5
Wed. 23	06 39	6.7	04 10	4.6
	21 12	5.3	14 08	1.6

WARSHIPS IN PORT.

The following British warships were in harbour to-day:—

Cornflower—West wall (dock).
Magnolia—In dock.
Moth—East wall.
Oswald—East wall.
Phoenix—East wall.
Seraph—North wall.
Serapis—South wall.
Sterling—South wall.
Stormcloud—North arm.
Tamar—Basin.

Foreign.

On Pak—Chinese gunboat.
Regulus—French gunboat.

STEAMER MOVEMENTS.

The P. & O. s.s. Soudan left Shanghai for this port on September 15 at 11.30 a.m., and is due here on September 19 a.m., via Keelung.

CONSIGNEES' NOTICES.

Consignees of cargo ex s.s. Bengloe are reminded to take delivery of their goods which will be subject to rent after September 18.

Consignees of cargo ex m.v. Penrith Castle are reminded to take delivery of their goods which will be subject to rent after September 18.

PASSENGER LIST.

DEPARTURES.

The following passengers left per m.s. Tatsuta Maru for San Francisco and Los Angeles via Shanghai and Japan ports yesterday:—

Miss Wong Lin-chun, J. M. Alves, Miss Ena Alves, P. C. Tang, W. H. E. Thomas, A. C. E. Bowker, Y. Hayasaki, R. Fowler, Mr. and Mrs. Chiu Nam, Woo Yuen-thue, Mr. and Mrs. Wong Poi-tong, Leong Shao-ting, Mrs. Wong Cheng-sze, Miss Wong Big-fan, S. Y. Doe, Miss M. Moran, Miss M. M. Moninger, Fred Lee, Y. K. Ho, Miss H. Ho, Mrs. Maria de Goncalbes, Wong Sik-hong, N. Nishi, K. Kawaguchi, Y. Mamoshita, H. Igarashi, T. Ishiyama, Miss T. Imai, Miss M. Imai, D. Dyrbye, Chau Shing-leung, W. Drake, Mr. and Mrs. E. J. Fisher, S. Barkwith, Mr. and Mrs. E. Rogers, Miss P. D. Rogers, son and daughter, F. Sistermans, Capt. and Mrs. H. J. T. Grey, Miss Grey, Rafael Verches, C. F. Gordon, J. L. Shanahan, Mrs. L. D. Clark and son, Lam Pat-kwan, Mr. and Mrs. Ching, Mrs. Chan Kung Yuet-ngor, Miss Edna Helen Wong, Lau Hi-cheuk, Chang Chune, Mrs Kwan Kon.

POST OFFICE NOTICE.

POSTAL RATES.

Letters:—
Local—3 cts. per oz.
China and Macao—4 cts. per oz.
British Empire (except via Siberia)—12 cts. per oz.
Foreign Countries and British Empire via Siberia—20 cts. first oz. and 10 cts. each succeeding oz.

Postcards:—
Local, China and Macao—2 cts. each.
All other places—8 cts. each.
The Registration fee is in each case 20 cents.

INWARD MAILS.

FRIDAY, SEPTEMBER 18.
U.S.A., Honolulu, Japan and Shanghai (San Francisco, Aug. 22) ..... Shinyo Maru
Japan and Shanghai ..... Terukuni Maru

SATURDAY, SEPTEMBER 19.
Java and Manila ..... Tjikarang
Shanghai and Swatow ..... Sui Yang
Shanghai and Formosa ..... Soudan
Manila ..... Pres. Taft.
Europe via Negapatam (Letters and Papers, London, Aug. 20) ..... Katori Maru
U.S.A., Honolulu, Japan and Shanghai (San Francisco, Aug. 21) ..... President Fillmore

OUTWARD MAILS.

THURSDAY, SEPTEMBER 17.

Straits	Hai Hing	3.30 p.m.
Amoy	Tsinan	3.30 p.m.
Samshui and Wuchow	Tai Ming	4 p.m.
Manila	Empress of Asia ..	4.30 p.m.

FRIDAY, SEPTEMBER 18.

Japan	Kamo Maru	9.30 a.m.
Swatow, Amoy and Foochow	Hai Yang	1 p.m.
Saigon	Pong Tong	3.30 p.m.
Straits, Ceylon, India, Mauritius, E. & S. Africa, Aden, Egypt & Europe via Marseilles	Terukuni Maru (Due Marseilles, Oct. 16.)	
K.P.O. Registration .Sept. 18, 4.30 p.m. Letters .....4.30 p.m.	G.P.O. Registration ...Sept. 18, 5 p.m. Letters .....6 p.m.	

SATURDAY, SEPTEMBER 19.

*Manila and Parcels only for Germany via Hamburg	Fulda	8.30 p.m.
Haiphong	Canton	2.30 p.m.

*Superscribed correspondence only.

KAIPING COAL

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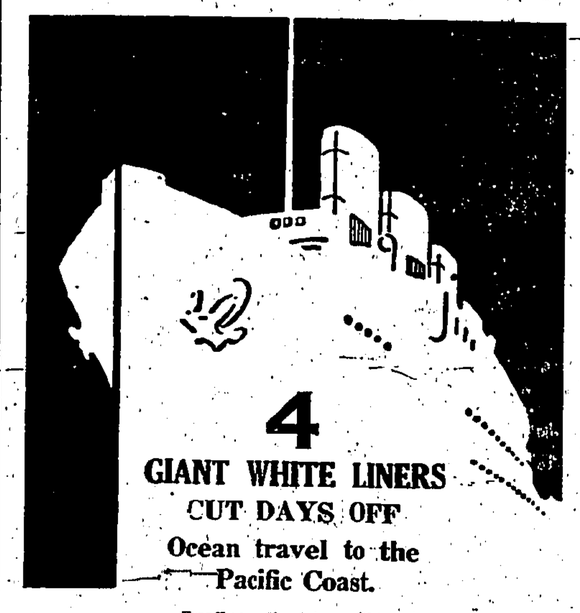
HOME, FACTORY AND BUNKERS

POWER HOUSE, TUGS & LOCOS

For Price Apply to

THE KAILAN MINING ADMINISTRATION.
DODWELL & CO., LTD., Agents, Hong Kong.



4 GIANT WHITE LINERS CUT DAYS OFF

Ocean travel to the Pacific Coast.

	Hong Kong Leave	Shanghai Leave	Kobe Leave	Yokohama Leave	Vancouver Arrive
Empress of Asia	Sept. 25	Sept. 28	Oct. 1	Oct. 3	Oct. 12
Empress of Canada	Oct. 10	Oct. 13	Oct. 15	Oct. 17	Oct. 25
Empress of Russia	Oct. 23	Oct. 26	Oct. 29	Oct. 31	Nov. 9
Empress of Japan	Nov. 7	Nov. 10	Nov. 12	Nov. 14	Nov. 22
Empress of Asia	Nov. 20	Nov. 23	Nov. 26	Nov. 28	Dec. 7
Empress of Canada	Dec. 5	Dec. 8	Dec. 10	Dec. 12	Dec. 20
Empress of Russia	Dec. 18	Dec. 21	Dec. 24	Dec. 26	Jan. 4

"Empress of Russia" and "Empress of Asia" call at Nagasaki.

Special Through Fares To Europe
£120—£112—£83—£79

HONG KONG—MANILA.

	Leave Hong Kong	Arrive Manila
EMPRESS OF ASIA	Sept. 17	Sept. 19
EMPRESS OF CANADA	Oct. 2	Oct. 4

Ask about the New Empress tourist Cabin Fares

CANADIAN PACIFIC

Telephones: Passenger 20752. Freight 20042.

THE BLUE FUNNEL LINE

REGULAR AND FAST FREIGHT AND PASSENGER SERVICES

LONDON SERVICE.
"AENEAS" 29th Sept. For Miles London, R'dam and Glasgow
"PERSEUS" 13th Oct. For Marseilles, Casablanca, London, Rotterdam and Hamburg

LIVERPOOL SERVICE.
"NINGCHOW" 25th Sept. For Port Said Havre, L'pool & G'gow
"ASPHALION" 11th Oct. For Port Said Havre L'pool Glasgow

NEW YORK SERVICE.
"MENESTHEUS" 5th Oct. For Boston, New York, & Baltimore via Philippines and Singapore

PACIFIC SERVICE.
(via KOBE & YOKOHAMA.)
"IXION" 17th Sept. For Victoria, Vancouver & Seattle
"TYNDAREUS" 17th Oct. For Victoria, Vancouver & Seattle

INWARD SERVICE.
"SARPEDON" Due 17th Sept. For Shai, Tsingtao, Weihaiwei Taku, Chinwangtao and Dairen
"ELPENOR" Due 27th Sept. For Shai, Moji, Kobe & Yama.

Also cargo steamers with limited passenger accommodation at specially reduced fares.

For freight, passage rates and information apply to the undermentioned.

All bookings are subject to the provisions of the Company's Bill of Lading.

Butterfield & Swire.
Agents.

TRAVEL A.-O. LINE

To AUSTRALIA. Calling at Manila (P. Is.), Thursday Is., Cairns, Townsville, Brisbane, Sydney and Melbourne.

BRITISH STEAMERS: CHANGTE - TAIPING (OIL BURNERS)

FASTEST and MOST UP-TO-DATE STEAMERS IN THE SERVICE.
ELECTRIC LAUNDRY, BARBER SHOP, SURGEON and STEWARDESS CARRIED.

Enjoy Your Short Leave in Australia and New Zealand, Hong Kong, Sydney—19 Days.

FIRST CLASS FARE TO SYDNEY, £76 RETURN
" " " " LONDON (via Australia) from £136.15.0.
(Australian Newspapers on file)

STEAMER	Due Hong Kong	Leave Hong Kong	Leave Manila	Due Sydney
CHANGTE	Oct. 9	Oct. 20	Oct. 29	Nov. 6
TAIPING	Nov. 6	Nov. 17	Nov. 26	Dec. 6
CHANGTE	Dec. 11	Dec. 19	Dec. 21	Jan. 6

AUSTRALIAN-ORIENTAL LINE, LIMITED
BUTTERFIELD & SWIRE, Agents—HONG KONG—SHANGHAI

P. & O.-British India Apcar and Eastern & Australian Lines

(COMPANIES incorporated in ENGLAND).
MAIL AND PASSENGER STEAMERS.

TAKING CARGO FOR

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST AND SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND AND QUEENSLAND PORTS, AND RED SEA, EGYPT, CONSTANTINOPLE, GREECE, LEVANTINE PORTS, EUROPE, &c.

PENINSULAR & ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS.
(Under Contract with H.M. Government.)

S.S.	Tons	From Hong Kong About	Destination.
		1931.	
*GARBETA	5,300	17th Sept. 4 p.m.	Straits, Colombo & Bombay.
¶*‡SOUDAN	6,10	19th Sept.	Marseilles, Havre, London, Hamburg, Rotterdam, Antwerp & Hull.
*KALYAN	9,000	26th Sept.	Marseilles, London, Rotterdam, Antwerp & Hull.
*MIRZAPORE	6,700	6th Oct.	Straits, Colombo & Bombay.
MANTUA	11,000	10th Oct.	Marseilles & London.
†KASHMIR	9,000	24th Oct.	M'seilles, L'don, R'dam & A'werp.
*‡BURDWAN	6,500	31st Oct.	Marseilles, Havre, London, Hamburg, Rotterdam, Antwerp & Hull.
NALDERA	16,000	7th Nov.	Bombay, Marseilles & London.
†KASHGAR	9,000	21st Nov.	Marseilles, London, Rotterdam, Antwerp & Hull.
RAJPUTANA	17,000	5th Dec.	Marseilles & London.
CORFU	15,000	19th Dec.	Marseilles & London.
*‡SOMALI	6,800	26th Dec.	Marseilles, Havre, London, Hamburg, Rotterdam, Antwerp & Hull.

*Cargo only. †Calls Casablanca. ‡Calls Djibouti. ¶Calls Bangkok.

Frequent connection from Port Said for Passengers and Cargo to Constantinople, Pireaus, Smyrna and other Levant Ports by steamers of the Khedival Mail Steamship Co.

BRITISH INDIA-APCAR SAILINGS.

		1931.	
*TAKADA	7,000	24th Sept.	Singapore, Penang & Calcutta.
†SIRDHANA	8,000	4th Oct.	Singapore, Penang & Calcutta.
TILAWA	10,000	14th Oct.	Singapore, Penang & Calcutta.

†Calls Rangoon. *Call Port Swettenham.

B.I. Apcar Line steamers have excellent accommodation for 1st and 2nd class passengers.

EASTERN & AUSTRALIAN SAILINGS (South).

		1931	
NANKIN	7,000	2nd Oct.	Manila, Rabaul, Brisbane, Sydney & Melbourne.
NELLORE	7,000	31st Oct.	
TANDA	7,000	2nd Dec.	

Regular monthly sailings from Hong Kong to Shanghai and Japan and Hong Kong to Australia.

Hong Kong to Sydney—19 days.

Frequent connections from Australia with the following:—

The Union S.S. Company's steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.

The P. & O. Royal Mail Steamers to London and.

The P. & O. Branch Service of steamers to London via Suez.

The New Zealand Shipping Company's steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN.
Cheap Summer Trips to Japan, June to Sept.

		1931.	
TILAWA	10,000	24th Sept.	Amoy, Moji, Kobe & Osaka.
KASHMIR	9,000	25th Sept.	Shanghai, Moji, Kobe & Yokohama.
NELLORE	7,000	5th Oct.	S'hai, Moji, Kobe, Osaka & Y'hama.
*KIDDERPORE	5,300	6th Oct.	Shanghai, Moji & Kobe.
SANTHIA	8,000	9th Oct.	Amoy, Moji, Kobe & Osaka.
NALDERA	16,000	10th Oct.	Shanghai, Kobe & Yokohama.
KASHGAR	9,000	17th Oct.	Shanghai, Moji, Kobe & Yokohama.
TALMA	10,000	23rd Oct.	Amoy, Moji, Kobe & Osaka.
MACEDONIA	11,000	24th Oct.	Shanghai, Moji, Kobe & Yokohama.
TANDA	7,000	6th Nov.	S'hai, Moji, Kobe, Osaka & Y'hama.
TAKADA	7,000	6th Nov.	Amoy, Moji, Kobe & Osaka.
RAJPUTANA	17,000	7th Nov.	Shanghai, Kobe & Yokohama.
SIRDHANA	8,000	20th Nov.	Amoy, Moji, Kobe & Osaka.
CORFU	15,000	21st Nov.	Shanghai, Kobe & Yokohama.
TILAWA	10,000	4th Dec.	Amoy, Moji, Kobe & Osaka.
RAWALPINDI	17,000	5th Dec.	Shanghai, Kobe & Yokohama.
NANKIN	7,000	7th Dec.	S'hai, Moji, Kobe, Osaka & Y'hama.
KARMALA	9,000	19th Dec.	Shanghai, Moji, Kobe & Yokohama.

*Cargo only.

All dates are approximate and subject to alteration without notice.

Passengers for Rangoon must defray their own Hotel expenses at Singapore while awaiting the on-carrying steamer.

All Cabins are fitted with Electric Fans on Punka Louvre System free of charge.

Steamers on London and Australian Lines are fitted with Laundries.

Parcels measuring not more than 5 cu. ft. will be received at the Company's Office up to Noon on the day previous to sailing.

For further information, Passage, Freight, Handbooks, etc., apply to:—

MACKINNON, MACKENZIE & CO.,
P. & O. Building, Connaught Rd. C., Hong Kong. Agents.

"STRATHNAVER'S."
Refrigerating Plant.

The refrigerating plant for this notable addition to the P. & O. Fleet is on Hall's well-known C02 system with brine circulation. The machinery comprises three Triple Compressor Vertical Enclosed type C02 Machines, each directly coupled through a flexible coupling to an electric motor of 95 BHP., the machine and motor being mounted on a cast iron bedplate. Three separate circular cast iron condensers are fitted with copper condenser coils, and three separate circular steel iron evaporators with steel evaporator coils.

For dealing with the brine flow to the cargo and provision spaces, three horizontal centrifugal type gunmetal brine pumps are fitted, each directly coupled to an electric motor of 12½ B.H.P., while for the cold cupboards and water coolers in the passenger accommodation one horizontal pump is fitted, directly-coupled to a 17 B.H.P. motor.

The machinery is placed on the tank top, forward of the boiler rooms and deals with insulated cargo spaces of a capacity of over 170,000 cubic feet and provision rooms of 24,000 cubic feet. In addition, in various positions in the passenger accommodation, there are some 15 cold cupboards and wine and water coolers which are on a special brine circulation system. As certain of the cargo spaces will be required at times for the carriage of fruit, an alternative system of cold air circulation has been provided.

The electric motors and controllers for driving the C02 machines, pumps and fans are by Messrs. W. H. Allen Sons & Co., Ltd.

The whole of the Refrigerating Plant has been built, supplied and erected on board by J. & E. Hall, Limited of London and Dartford.

"Corfu's."

Refrigerating plant has been installed in this P. & O. vessel for dealing with a total cargo capacity in six separate insulated spaces of 28,000 cubic feet and at the same time with twelve provision rooms having a total capacity of 11,200 cubic feet, while the comfort of the passengers is ensured by there being no less than nineteen cold cupboards, wine and water coolers, ice cream freezers, etc. all connected to the refrigeration system.

The plant, which is installed on the tank top between the shafts, consists of two Vertical Enclosed C02 Machines, each having two forged steel single-acting compressors, and directly-coupled through a flexible coupling to an electric motor of 85 B.H.P., the machine and motor being mounted on a cast iron bed plate. Two nests of copper C02 condenser coils, one for each machine, contained in a separate circular cast iron casing, and two nests of C02 evaporator coils of solid drawn steel tube in separate circular steel casing, are fitted abaft the machines.

For circulating water through the C02 condensers an Allen's horizontal centrifugal type water pump is fitted, directly-coupled to a 6¼ B.H.P. motor, and for the brine circulation to the Cargo and Provision spaces three Allen's horizontal centrifugal pumps are supplied, each directly-coupled to a 9 B.H.P. electric motor. For the cold cupboards and coolers in the Passenger accommodation a separate horizontal centrifugal pump is fitted, directly-coupled to a 10½ B.H.P. motor.

For the carriage of fruit and other cargoes at a temperature above freezing point, the side and bulkhead grids are sheathed to form air trunks, and Aeroto fans are provided for the circulation of air over them and through the spaces, and when this system is in use the roof grids are not in operation.

The brine arrangement in the machine room is designed so as to permit of the simultaneous circulation of freezing and chilling brine suitable for the carriage of frozen cargo, and fruit or other cargo at a temperature above freezing point respectively, and also to permit of any special cargo chamber being thawed off with warm brine while at the same time freezing brine is circulated in any or all of the other cargo chambers. The brine grids throughout the system are externally galvanised.

For dealing with the Provision chambers, two Hall-Germania wet air-coolers are fitted, each of 12,500 calories capacity, and consisting of two layers of porcelain ferrules lying in steel trays contained in a steel casing with spray pipes to distribute brine from the main system over the bottom layer of ferrules, the top layer acting as a preventive against brine being carried over by the air.

The whole of the plant has been designed, supplied and erected by J. & E. Hall, Limited of London Dartford.

CARING FOR BOYS AT SEA.

The Seafarers' Education Service, which has recently carried out an inquiry into the lives of apprentices and ships' boys in the merchant service, has issued an interesting report, which is, it is believed, the first survey of the kind that has been attempted. It suggests a scheme for the recreative education of apprentices and boys by which (among other other things) they may be brought into touch with members of universities and colleges in ports overseas who would help them with guidance in regard to their reading.

The public probably knows very little about the lives of these young sailors. The new entry of apprentices who go to sea with the definite object of becoming officers is put at about 1,500 a year, while the ships' boys employed in the deck department of foreign-going ships and in the stewards' offices are much more numerous.

The report gives a sympathetic description of the work and conditions of these rather different classes, and remarks that the life of a ship's boy or catering boy is less difficult and anxious than that of an apprentice, who has examinations to think about, and about all of them it speaks of their special difficulties, such as loneliness at sea and dangers ashore. While it does full justice to what is being done by various sailors' societies and missions, it points out that there are many ports where there is little organisation for healthy recreation.

A great deal is done nowadays for the education and training of apprentices and boys, but the committee of the S.E.S. thinks that the time has come to establish a new department of the service with a special fund concerned entirely with boys at sea and their education. The ships' libraries are already much used by boys at sea for serious reading, and what they want is more guidance and more of the personal touch with those who can help them in the use of books, and there is a suggestion for organising a scholarship scheme.

CONSIGNEES.

DODWELL—CASTLE LINE.

NOTICE TO CONSIGNEES.

Motor Vessel,
"PENRITH CASTLE"
From—NEW YORK, NEWPORT NEWS & NORFOLK.

Consignees of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hong Kong and Kowloon Wharf & Godown Company, Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional Cargo will not be landed here, unless notice has been given 48 hours prior to vessel's arrival, but carried on from port to port to the final port of call to which the option extends.

No claims will be admitted after the Goods have left the Godown, and all Goods remaining undelivered after the 18th instant will be subject to rent.

All claims against the vessel must be presented to the undersigned on or before the 28th instant or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 18th instant at 10 a.m. by our surveyors, Messrs. Goddard & Douglas.

No Fire Insurance has been effected.

Bill of Lading will be countersigned by

DODWELL & CO., LTD.,
Agents.

Hong Kong, 12th September, 1931.

NOTICE TO CONSIGNEES.

THE BEN LINE STEAMERS. LIMITED.

From MIDDLESBRO', ANTWERP, LONDON AND STRAITS.

The Steamship,
"BENGLOE"

Consignees of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of The Hong Kong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 18th instant will be subject to rent.

All claims against the steamer must be presented to the Undersigned on or before the 2nd October, or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 17th instant, at 10 a.m. by Messrs. Goddard and Douglas.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by,

GIBB, LIVINGSTON & CO., LTD.,
Agents.

Hong Kong, 11th September, 1931.

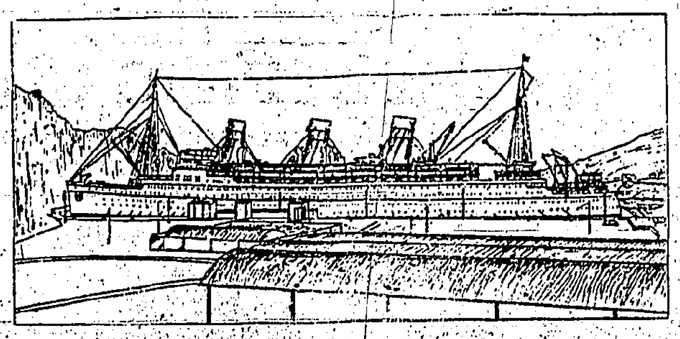
THE HONGKONG & WHAMPOA DOCK CO., LTD.

HEAD OFFICE AND WORKS:

Telegrams: "MANIFESTO, HONG KONG." KOWLOON, HONG KONG Telephones: HONG KONG OFFICE 28020. KOWLOON DOCK 58053.

DOCK OWNERS, SHIP DESIGNERS AND BUILDERS, MARINE AND LAND ENGINEERS, BOILER MAKERS, IRON, STEEL, AND BRASS FOUNDERS, FORGE MASTERS, WELDERS AND ELECTRICIANS.

On Lloyds list of approved Cast Steel Manufacturers.



Harbour Call Flags Engineer "K." Boilermaker "V." Shipwright "I."

T.S.S. "EMPRESS OF JAPAN."

In No. 1 Dock. Dimensions:—668'0" O.A. x 83'6" x 48'6" Mld. 26,000 tons Gross.

The Company possesses Six Granite Docks and Two Patent Slipways.

The dimensions of No. 1 Dock are, 700'0" x 88'0" x 30'6" over sill, H.W. O.S.T. Salvage Tug "Henry Keswick," 2,000 I.H.P. Wireless Call Signal V.P.B.T. and Flag Call Signal T.H.Q.B. Sheerlegs capable of lifting 80 tons.

Codes Used: A1, A.B.C. Fifth Edition; Engineering, First and Second Edition. Western Union. Bentley and Watkins.

Kindly send enquiries to the Chief Manager.

R. M. DYER, B.Sc., M.I.N.A., Kowloon Docks, Hongkong.

TWO NEW LINERS IN THE DOLLAR FLEET

FORTNIGHTLY TO NEW YORK VIA CALIFORNIA AND PANAMA

Every fourteen days a President Liner sails on fast schedule from the Orient to New York via California. Enroute you enjoy three days in San Francisco, one in Los Angeles, transit the Panama Canal in daylight, call at Cristobal, and have ten full hours ashore in gay Havana. Into this service the new President Hoover and the President Coolidge will take their place.

DOLLAR STEAMSHIP LINES
President Liners Serve the World

BARBER WILHELMSEN LINE — EXPRESS SERVICE — PANAMA

BARBER WILHELMSEN LINE

TRANS-PACIFIC AND ATLANTIC COAST SERVICE via PANAMA.

NEXT SAILING

M.V. "TAI PING YANG"

on SEPTEMBER 18th.

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SAILING DATES FOR SEPT., 1931 (Subject to Change).

DEPARTURE HOURS: Hong Kong 5.30 p.m., Wuchow 3 p.m.

Steamer.	Leaves Hong Kong	Arrives Wuchow	Leaves Wuchow	Arrives Hong Kong
TAI MING	THURS. 17th	SAT. 19th	SUN. 20th	MON. 21st
TAI HING	MON. 21st	WED. 23rd	THURS. 24th	FRI. 25th
TAI MING	WED. 23rd	FRI. 25th	SAT. 26th	SUN. 27th
TAI HING	SUN. 27th	TUES. 29th	WED. 30th	THURS. 1st
TAI MING	TUES. 29th	THURS. 1st	FRI. 2nd	SAT. 3rd

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Estimates furnished on application.

Hong Kong, April 1, 1924.

BANKS

HONG KONG AND SHANGHAI BANKING CORPORATION.

Authorised Capital $40,000,000
Issued and Fully Paid-up $26,000,000
Reserve Funds:—
Sterling ..... £ 6,500,000
Silver $10,000,000
Reserve Liability of Proprietors $20,000,000

HEAD OFFICE: HONG KONG.

BOARD OF DIRECTORS:—
Hon. W. O. G. Mathie, Chairman.
Hon. Mr. J. J. Paterson, Deputy Chairman.
Hon. Mr. H. Ball, T. E. Percy, Esq.
C. H. Compton, Esq. J. A. Plummer, Esq.
E. Leader Lewis, Esq. T. H. E. Shaw, Esq.
C. Wahlin, Esq. J. P. Warren, Esq.
Chief Manager.
T. Grayburn, Esq.

BRANCHES:—

AMOY	LONDON
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BATAVIA	MALACCA
BOMBAY	MANILA
CALCUTTA	MUAR (Johore)
CANTON	MUKDEN
CHEFOO	NEW YORK
COLOMBO	PEIPING
DAIREN	PENANG
FOOCHOW	RANGOON
HAIPHONG	SAIGON
HAMBURG	SAN FRANCISCO
HANKOW	SHANGHAI
HARBIN	SINGAPORE
HONGKEW	SOURABAYA
ILOILO	SUNGEI PATANI
IPOH	TIENTSIN
JOHORE	TOKYO
KOBE	TSINGTAO
KOWLOON	YOKOHAMA
KUALA LUMPUR	

Current Accounts opened in Local Currency and Fixed Deposits received for one year or shorter periods in Local Currency and Sterling on terms which will be quoted on application.

Hong Kong, 26th February, 1931.

HONG KONG SAVINGS BANK.

The Business of the above Bank is conducted by the HONG KONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

FOR THE HONGKONG AND SHANGHAI BANKING CORPORATION.
V. M. GRAYBURN,
Chief Manager.

Hong Kong, 15th July, 1930.

THE BANK OF CANTON, LTD.

Established 1912.

Head Office:—Hong Kong.

Authorised Capital (H.K. Currency) $11,000,000
Paid-Up Capital 8,565,600
Reserve Fund 1,100,000

BRANCHES:—
Canton, Shanghai, Hankow, Swatow, Bangkok, New York and San Francisco.
CORRESPONDENTS
LONDON BANKERS:—
The Lloyd's Bank, Limited.
In all principal cities of the World.
Foreign exchange and banking business, of every description transacted.
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LOOK POONG SHAN,
Chief Manager.

THE YOKOHAMA SPECIE BANK, LIMITED.

Established 1880.

Capital (fully paid-up) Yen 100,000,000
Reserve Fund ..... Yen 116,200,000

Head Office:—YOKOHAMA.

Branches and Agencies at:

Alexandria	Nagasaki
Batavia	Nagoya
Berlin	Newchwang
Bombay	New York
Calcutta	Osaka
Canton	Paris
Changchun	Peiping
Dairen (Dalny)	Rangoon
Fengtien (Mukden)	Rio de Janeiro
Hamburg	San Francisco
Hankow	Seattle
Harbin	Semarang
Hong Kong	Shanghai
Honolulu	Shimonoseki
Kai Yuen	Singapore
Karachi	Soerabaya
Kobe	Sydney
London	Tientsin
Los Angeles	Tokyo
Manila	Tsingtau

Interest allowed on Current Accounts.
Deposits received for fixed periods at rates to be obtained on application.

H. MORI,
Manager.

Hong Kong, 11th September, 1931.

THE CHARTERED BANK OF INDIA, AUSTRALIA & CHINA.

Incorporated by Royal Charter, 1853.

HEAD OFFICE: LONDON.

Paid-up Capital £3,000,000
Reserve Fund £4,000,000
Reserve Liability of Proprietors £3,000,000

Agencies and Branches:

ALOR STAR	KUCHING
AMRITSAR	MADRAS
BANGKOK	MANILA
BATAVIA	MEDAN
BOMBAY	NEW YORK
CALCUTTA	PEPING (Peking)
CANTON	PENANG
CAWNPORE	RANGOON
CEBU	SAIGON
COLOMBO	SEMARANG
DAIREN	SEREMBAN
DELHI	SHANGHAI
HAIPHONG	SINGAPORE
HAMBURG	SITTAWAN
HANKOW	SOURABAYA
HARBIN	TAIPING
HONG-KONG	TIENTSIN
ILOILO	TOKYO
IPOH	TONGKAH (Bhuket)
KARACHI	TSINGTAO
KLANG	YOKOHAMA
KOBE	ZAMBOANGA
KUALA KANGSAR	
KUALA LUMPUR	

Foreign Exchange and General Banking business transacted.

Current Accounts opened and Fixed Deposits received for one year or shorter periods at rates which will be quoted on application.

J. STUART,
Manager.

Hong Kong, 17th August, 1931.

NEDERLANDSCHE HANDEL-MAATSCHAPPIJ, N.V.

(NETHERLANDS TRADING SOCIETY)

BANKERS.

Established 1824.

Hong Kong Office:—11, Queen's Road Central.

Authorised Capital ..... Guilders 150,000,000 (£12,500,000)
Paid-Up Capital ..... Guilders 80,000,000 (£6,666,679)
Reserve Fund ..... Guilders 40,016,000 (£3,334,666)

Head Office:—AMSTERDAM*
Eastern Head Office:—BATAVIA.

BRANCHES:—Bandjermasin, Bandoeng*, Bombay, Calcutta, Cheribon, Djember, Djokjakarta*, The Hague*, Jeddah, Kobe, Kota-Radja, Makassar, Medan, Padang, Palembang, Pekalongan, Penang, Pontianak, Rangoon, Rotterdam*, Samarang*, Shanghai, Sibolga, (Sumatra), Singapore, Sourabaia, Soerakarta (Solo), Tegal, Tjilatjap and Weltevreden*.

* These offices have safe deposit boxes to let.

London Bankers:—National Provincial Bank Ltd.
Correspondents all over the world
Banking business of every description transacted.

A. STOKKINK,
Manager.

Hong Kong, 18th August, 1930.

THE AMERICAN EXPRESS COMPANY, INC.

Head Office: 65, Broadway, New York.

Capital ..... U.S.$6,000,000
Surplus ..... U.S.$1,572,454
Reserves ..... U.S.$1,908,209

BRANCHES:—

Amsterdam	Genoa	Nice
Antwerp	Glasgow	Naples
Athens	Havana	Piraeus
Basle	Hamburg	Paris
Berlin	Havre	Penang
Biarritz	Inselahan	Peking
Bombay	Jerusalem	Palermo
Bremen	Lido	Rotterdam
Brussels	London	Rome
Buenos Aires	Liverpool	Stamboul
Cairo	Locarno	Shanghai
Calcutta	Lugano	Scarborough
Cannes	Luxor	Singapore
Colombo	Marseilles	St. Moritz
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General Manager.

THE HO HONG BANK, LTD.

(Established 1917.)
HEAD OFFICE:—SINGAPORE.
Hong Kong Branch: 13, Queen's Rd. C.

Authorised Capital Straits $20,000,000
Issued Capital .... " 8,000,000
Paid-up Capital ... " 4,000,000
Reserve Liabilities of Shareholders .. " 4,000,000
Surplus ..... " 2,687,000

Branches, Agencies and Correspondents in the principal cities of the world.

Every description of Banking and Exchange business transacted.

TAN ENG HOOI,
Manager.

BANQUE DE L'INDO-CHINE.

HEAD OFFICE:
96, Boulevard Haussmann, Paris.

Subscribed Capital ..Frs. 72,000,000.00
Paid-Up Capital ...Frs. 68,400,000.00
Reserve Funds Frs.102,000,000.00

BRANCHES:

Bangkok	Hong Kong	Quinhon
Battambang	Hue	Saigon
Canton	Mongtze	Shanghai
Canton	Nam-Dinh	Singapore
Djibouti	Numea	Thanhe
Fort-Bayard	Papeete	Tientsin
Haiphong	Peking	Tourane
Hankow	Pnom-Penh	Vinh
Hanoi	Pondichery	Yunnanfu

BANKERS:
IN FRANCE: Comptoir National d'Escompte de Paris; Credit Lyonnais; Banque de Paris et des Pays-Bas; Credit Industriel et Commercial; Societe Generale.
IN LONDON: The National Provincial & Union Bank of England, Ltd.; Comptoir National d'Escompte de Paris; Credit Lyonnais.
IN NEW YORK: J. P. Morgan & Co., French American Banking Corporation; Guaranty Trust Co. of New York.

Interest allowed on Current Accounts and Fixed Deposits according to arrangements.

Every description of Banking and Exchange Business transacted.

Safe Deposit Boxes to let.

A. BONNAUD,
Manager.

Hong Kong, 1st May, 1931.

THE NATIONAL CITY BANK OF NEW YORK.

HEAD OFFICE: 55, Wall Street, New York.

Capital, Surplus and Undivided Profits ..U.S.$226,087,392

Branches in:—

ARGENTINE	LONDON
BELGIUM	MEXICO
BRAZIL	PANAMA
CHILE	PERU
CHINA	PHILIPPINE ISLANDS
COLOMBIA	PORTO RICO
CUBA	STRAITS SETTLEMENTS
DOMINICAN REPUBLIC	URUGUAY
INDIA	VENEZUELA
ITALY	
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Commercial and Travellers' Letters of Credit, Travellers' Cheques, Bills of Exchange and Cable Transfers bought and sold. Current accounts and Savings Bank accounts opened and Fixed Deposits in local and foreign currencies taken at rates that may be ascertained on application to the Bank.

We are also able to offer our Customers the services of the Branches of the International Banking Corporation in San Francisco and Spain and also of The National City Bank of New York (France), S.A., in Paris and Nice.

F. McD. COUBTNEY,
Manager.

Hong Kong, June 16, 1931.

THE BANK OF TAIWAN, LTD.

(TAIWAN GINKO.)

HEAD OFFICE:—Taipeh, Formosa.

Incorporated by Special Imperial Charter, 1899.

Central Bank in Formosa.
Bank-Notes issued Average amount ...Yen. 45,000,000

BRANCHES AND AGENCIES:
JAPAN:—Tokyo, Yokohama, Kobe, Osaka, Kyoto, Kagi, Karenko, Keelung, Makung, Nanto, Shinchiku, Taichu, Taitsan, Takao, Tamsui, Toen, Heito, Taito.
CHINA:—Shanghai, Hankow, Amoy, Foochow, Swatow, Canton.
OTHERS:—Hong Kong, Singapore, Soerabaya, Semarang, Batavia, Bombay, Calcutta, London, New York, Dairen.

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The London County Westminster and Parr's Bank.

The Bank has Correspondents in all the principal Commercial Centres throughout the world.

K. NAGUBA,
Manager.

HONG KONG BRANCH:
2, Des Voux Road Central.
Hong Kong, 19th January, 1928.

Commerce and Finance.

WORLD BANK.

Bulwark In Crisis.

The Bank for International Settlements, which is arranging to renew the $100,000,000 loan to the Reichsbank, is strictly non-political. No member of a government is on its board. Its statutes prevent its making any advances to governments.

But it can help needy nations by backing—either with funds or even with merely moral support—loans to their representative banks. It has, therefore, acquired enormous prestige as a stabilizing force.

The bank was instituted at Basle, May 30, 1930, as part of the Young Plan. But its trustee work in the reparations dealings now covers less than 20 per cent. of its activities. Its other operations include stabilizing exchanges, so that capital can flow wherever it is needed, controlling gold movements, advising heads of national treasuries, and developing new facilities for operations in world finance, while it has become an indispensable meeting place for directors of central banks, who come together every month, and so keep in touch with world financial movements.

The prestige of the bank enables it to work with relatively small funds, only 25 per cent. of the shares of the 23 nationalities who were shareholders at the time of the last meeting being paid up. Beginning with seven shareholders and with total assets of 300,000,000 Swiss francs (the franc being worth 19.3 cents), its assets now amount to more than 1,900,000,000 Swiss francs.

Nations associated with the bank are represented mainly through their central banks. The United States is represented by Gates W. McGarrah, who is president of the bank, but not yet by the Federal Reserve Bank.

The bank's investments, except for a small percentage to Germany, are so far mainly in short-term loans; the first 10 months' operations have shown the remarkable profit of 11 per cent., 5 per cent. of which has been placed to reserve.

The bank is tax free. It has unique facilities for making exchanges easily. It has become a convenient place for central banks to deposit their own or their Government's funds.

It has some claim to be considered the greatest international co-operative effort of the age.

C. AND B.'S SALE POLICY.

Consolation for shareholders of Crosse and Blackwell in the disappointing results now notified is forthcoming in the intimation that, as a result of the change in sales policy introduced to meet altered conditions, the home trade turnover of the combine began to improve in the second half of 1930. More than one factor contributed to the severe contraction in the net profits, which amounted to only £82,134 for last year, against £211,204 for 1929.

Primarily, the unprecedented falling-off in overseas trade, involving the necessity of a reduction in prices, was responsible, the purchasing power of the company's customers being restricted by the unsettled rates of exchange, and the low price level of prime commodities. To a lesser extent, the profit total was affected by the charge of £30,000 more on this occasion for Debenture interest, consequent upon the issue of £1,500,000 First 6½ p.c. Debentures. Only £3,426 remains to be carried forward of the balance of £52,524 brought into the accounts, after meeting the Preference dividend for 1930, and, as already announced, the board is unable to recommend payment of the dividend.

Special advertising has been rendered necessary in connection with the altered sales policy, the cost of which—£82,388—has been povided out of reserve. The fund has also been reduced by a sum of £175,000, which has been placed to a specific reserve for the purpose of meeting losses in France and Canada, losses on special advances to overseas suppliers, and the cost of disposing of surplus factories. As a result, the reserve account now stands in the balance-sheet at £28,107.

THE BANK OF CHINA.

中國銀行

Reorganised October 26, 1928, under special charter of The National Government as an

INTERNATIONAL EXCHANGE BANK.

Subscribed Capital ...$25,000,000.00
Paid-Up Capital $24,710,200.00
Reserve Funds .....$ 3,820,503.32

HEAD OFFICE: SHANGHAI.

HONG KONG BRANCH:
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Owing to our numerous branches in China and large connections in the important commercial centres of the world, we are able to extend to our clients special facilities for domestic and foreign banking and exchanges.

We also handle the issue of Bonds and other Public Funds of the Chinese Government both at home and abroad.

SHOU J. CHEN,
Manager.

Hong Kong, 5th March, 1931.

THE BANK OF EAST ASIA, LTD.

Established 1918.
HEAD OFFICE:
10, Des Voeux Road, Central.
HONG KONG.

Capital and Surplus ..... over H.$ 8,000,000.00
Total Resources ..... over H.$30,000,000.00

Every description of Banking and Exchange business transacted.

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KAN TONG PO,
Chief Manager.

BUSINESS DIRECTORY

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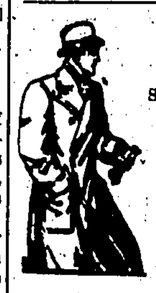

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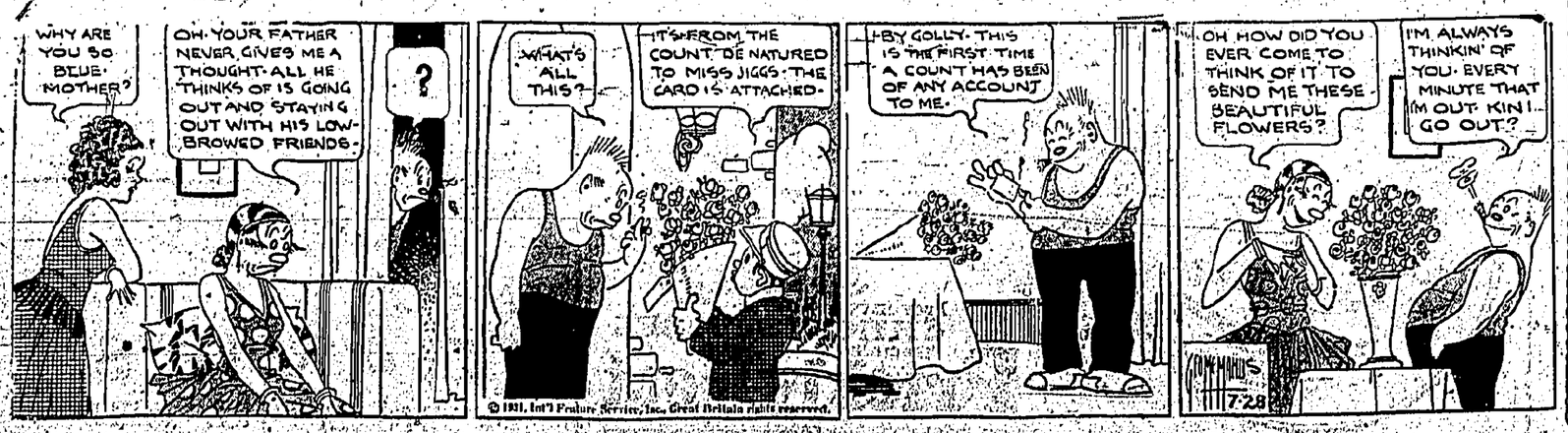

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The General Electric Co., Ltd. Andersen, Meyer & Co., Ltd.

The Caravan.

ARCADE, PENINSULA HOTEL.

Sole Agents:

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NEW CONSIGNMENT OF RUGS

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The

China Mail.

ESTABLISHED 1845.

HONG KONG, THURSDAY, SEPTEMBER 17, 1931.

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KILLS GERMS

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And All-Star Cast.

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A CHILD OF NATURE!

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BEN LYON - - - RAQUEL TORRES

And An All-Star Cast.

Directed by ALBERT ROGELL

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SPECIAL ADDED ATTRACTION

Nothing Like It Ever Shown Before

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"THE LITTLE COVERED WAGGON."

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STARRING

WARNER OLAND — JUNE COLLYER

And A Famous Cast.

WATCH!

A FOX MOVIETONE SPECIAL.

"MEN WITHOUT WOMEN"

Featuring KENNETH MACKENNA

And An All-Star Cast.

DEBTOR'S ASSETS IN CHINA.

Application to Rescind An Order.

BANKRUPTCY CASES.

In the Bankruptcy Court this morning, before Sir Joseph H. Kemp, K.C., Mr. E. L. Agassiz, the Official Receiver, strongly opposed an application by creditors of Yan Kwan, trading as Yan Kwai Kee, 86, Temple Street, South, Yaumati, for the rescinding of a Receiving Order against debtor, and the withdrawal of the petition.

A creditor was called by Mr. A. R. Covey, acting for a number of creditors, to give his reasons why the application should be made. He affirmed ~~that debtor~~ had liabilities in Hong Kong amounting to about $17,000 and assets about $1,720. But there were also assets in China, which had been the subject of recovery proceedings there.

The creditors feared that if debtor was returned bankrupt in Hong Kong he would turn to his creditors in China, and ask them why they had not collected their debts in Hong Kong. They had formed their opinion that by this attitude he would make Hong Kong debts irrecoverable in Canton, contending that his bankruptcy in Hong Kong was a full discharge from Hong Kong debts.

A Peculiar Case.

The Official Receiver had previously intimated that he objected to the application, or to Mr. Covey's request for an adjournment of the hearing. The position was a peculiar one. The matter had been before the creditors at two meetings. At the first one a resolution for adjudication had been proposed by a creditor, who did not find a seconder. Many of the creditors desired the Receiving Order to be rescinded, and the petition withdrawn, on what grounds were not clear to the Official Receiver.

At a further meeting on August 31, a resolution was passed that application be made to the Court for rescinding and withdrawal. The Official Receiver added that he objected *in toto* to the application, and again addressing the Court after the creditor had been heard, submitted there was no power to rescind. It had been laid down that a Receiving Order might be rescinded in the same circumstances as might an Adjudication Order. That meant that the Order, to be rescinded, must have been improperly made—which was by no means the case here—or that the debts had been paid in full.

Absconding Debtor.

Mr. Agassiz added that the debtor had absconded with a view to avoiding bankruptcy proceedings. He had not been able to find debtor. But if and when he returned to the Colony, he (the Official Receiver) would immediately consider getting out a warrant for him.

The Chief Justice told Mr. Covey that the application was not in the proper form, in any case. He would require evidence from other creditors. If it were shown that the great majority of the creditors were in favour of recission, on the grounds that Hong Kong bankruptcy might act as a discharge, making them unable to recover debts elsewhere, he would not say that there might not be good grounds for recission being granted. But he would like to consider that point, also the question of power to rescind, and the limits of that power.

The hearing was accordingly adjourned.

Unsatisfactory Evidence.

When the case of Li Wai-tong, 52, Des Vœux Road, Central, was called, on an adjourned public examination, the Official Receiver asked that the examination be closed. Debtor had given very unsatisfactory evidence at the last hearing, but the Official Receiver had come to the reluctant conclusion that it was impossible to take proceedings against him elsewhere.

The examination was closed.

An Adjudication Order was made against the Kwong Mee Shing firm, of 48A, Bonham Strand West, and a Receiving Order against the Cheong Wuen firm, of 56, Des Vœux Road, West. The application for the release of the trustee in the case of the Wa On Company, 254, Des Vœux Road, Central, was also granted.

In the case on the Tai Yuen Shing firm, of 80, Connaught Road, West, the hearing of a petition was adjourned for further enquiries to be made, power being given in the meantime to the Official Receiver to sell certain timber lying in storage.

The hearing of a petition against Chan Cheuk-wan, of 289, Queen's Road, Central, was also adjourned. It was explained that the debts were largely those of the firm in which debtor was a partner. Arrangements were proceeding to sell the firm as a going concern, in which case the debts might be provided for.

FOREIGN CREDITS

HUGE SUM USED TO BACK STERLING.

MARK HELPED

NEW AGREEMENT WITH REICHSBANK.

New York, Yesterday.

It is reported in Wall Street, according to the Evening Post, that $80,000,000 of the recent credit of $200,000,000 to the British Treasury have already been used up to support sterling, owing to the fact that the French credits will not be available till Monday, when £20,000,000 subscribed by the French public, will be transferred to the British Treasury. It is understood that no further drafts will be made upon American credits until the French credits have been drawn on to an equivalent amount.

Thus, it is estimated that Great Britain will have used up about $325,000,000 of the $650,000,000 credits granted by the Federal Reserve Board, Bank of France and American bankers.

New German Agreement.

The Committee, representing bankers of the United States, has instructed Mr. Wiggin, chairman of the Chase National Bank, to accept an agreement with the Reichsbank and discount bank drafts on Berlin before the extension of outstanding short-term credits for seven months.—Reuter's American Service.

SHARE MARKET FIRM.

Whampoa Docks Again Wanted.

EWOS ALSO IN DEMAND.

The official summary issued by the Stock Exchange to-day states:

The market this morning continued firm generally.

Banks, which were dealt in at $2,045, closed in demand at $2,040.

Cantons were in request at $1,545.

Unions had buyers at $555, but on shares were procured.

Hong Kong Fires were wanted at $1,485, but nothing resulted.

Wharves were also in request at yesterday's rate—$164.

Whampoa Docks were again wanted at $29.

Providents (old), after being done at $6½ and $6.60, could have been obtained at the latter rate. The new shares were the medium of sales at $8.20.

Hotels (old) were dealt in at $17.35 and $17.45, and closed in demand at $17¼ with sellers asking $17½. The new shares were also done, at $16.65, and terminated with buyers at $16.60 and sellers at $17.

Lands were wanted at $90¾, after sales at $90½.

Humphreys (old) were in demand at $22.

Realties, which were done at $17.35, could have been obtained at $17.40.

Ewos were in demand at the improved rate of $16, but shares were not forthcoming at this figure.

Shanghai Cottons were also in request at an advance of $2, the rate now being $106.

Zoong Sings were wanted at $12½.

Trams had sellers asking $23½, but buyers did not go beyond $23¼.

Star Ferries and Yaumati Ferries were in demand at yesterday's quotations—$95½ and $26½, respectively.

Electrics were put through at $82½.

Telephones (part paid) were done at $35.

Cements (combined) advanced to $20.70 buyers, but sellers were in the market at $20.90.

Dairy Farms were in request at $82¾.

Sinceres were wanted at $20, without shares being obtained.

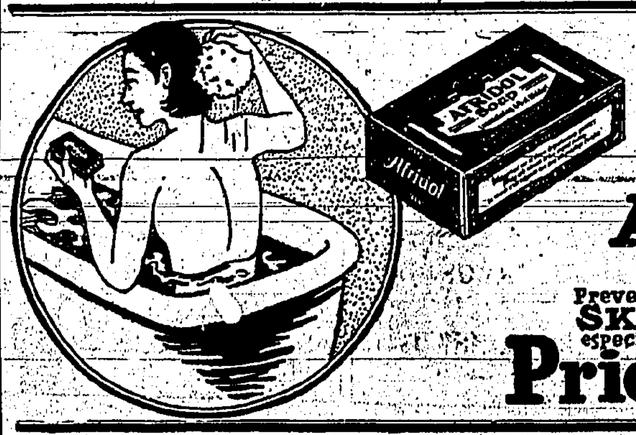
Constructions, cum rights, had buyers at $14½, and the rights receded to $2.62½ nominal.

BELIZE DISASTER.

Reassuring Cable From Governor.

Rugby, Yesterday.

A telegram received by the Colonial Office from the Governor of British Honduras regarding the Belize disaster reports that the situation is now well in hand and estimates the total deaths at about 1,000. Medical and personal supplies are adequate. The people, the cable says, have shown excellent spirit and it was not necessary to declare martial law.—British Wireless Service.



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Prevents and cures SKIN DISEASES especially Prickly Heat

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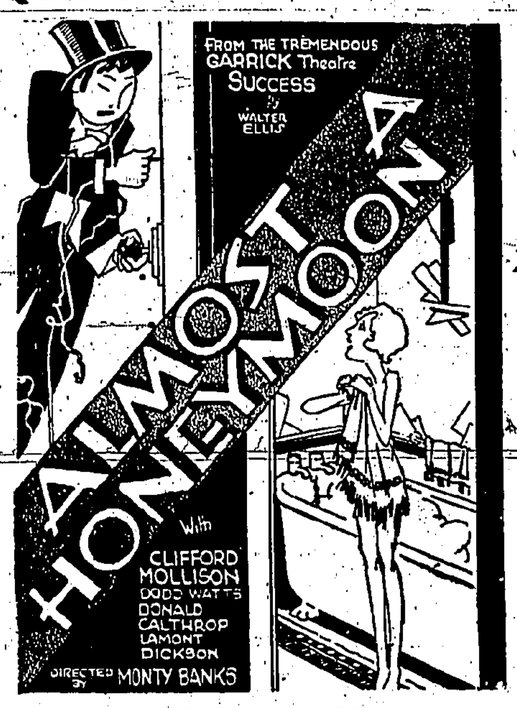
AMUSEMENTS OF HONG KONG

AT THE QUEEN'S

TO-DAY TO SATURDAY

At 2.30, 5.10, 7.15 & 9.20.



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with

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A Metro-Goldwyn-Mayer PICTURE

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MARION DAVIES

in "IT'S A WISE CHILD"